F1 Audi confirms 2026 attack

AUTOSPORT

1 SEPTEMBER 2022

BELGIAN GP DRAMA

MAX'S GREATEST WIN YET

Red Bull rampant as Hamilton and Alonso clash at Spa

'What an idiot, he only knows how to drive starting first'

FERNANDO ALONSO

'It was definitely my fault, but it's nice to know how he feels'

LEWIS HAMILTON

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Verstappen moves clear of the rest with classiest drive yet

Max Verstappen is ticking more and more of the boxes to be one of Formula 1's greats and did so again at the Belgian Grand Prix last weekend. His sublime Spa performance made him the 22nd driver to win a world championship GP (we're excluding the anomalous Indianapolis 500s of the 1950s) from outside the top 10 on the grid.

As Matt Kew shows in our report on page 16, the Red Bull star was on another level and had charged from 13th into victory contention before one-quarter distance. The ease with which he then nailed his ninth win of 2022, followed (at a distance) by team-mate Sergio Perez, must be serious concern for Ferrari. The more-stringent floor tests don't seem to have hurt Red Bull one bit...

It was a sobering weekend for Mercedes, too. The W13 was further off the pace than expected and Lewis Hamilton's misjudgement while attacking Fernando Alonso ended his impressive recent podium run. Alonso's radio rant was predictably over the top, so Alex Kalinauckas takes a look at the myths and merits (p12) of the two-time champion's comments about his former McLaren team-mate.

It was a big Bank Holiday weekend of motorsport in the UK. As ever, we bring you all the best of the action from the British Touring Car Championship bouts at Thruxton (p32) and the Silverstone Classic historic extravaganza (p38), as well as the busy club events in our 17-page National section (p61).

Kevin Turner
Chief Editor
kevin.turner@autosport.com

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8 SEPTEMBER

Dutch GP and FE review
Who can stop the Verstappen steamroller as F1 heads back to Zandvoort?

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Hoffmann and Duesmann pose with Audi 'concept' F1 car at Spa

SUTTON

Audi launches F1 attack as Sauber

FORMULA 1

After years of links to a Formula 1 entry amid its success at the Le Mans 24 Hours and Formula E, Audi finally announced at last weekend's Belgian Grand Prix that it will be taking the plunge as an engine manufacturer in 2026.

The move comes after the FIA finalised the next generation of F1 power unit regulations that will come into force for 2026, ditching the MGU-H and placing a greater emphasis on electric power, as well as embracing the use of sustainable fuels.

These factors prompted the VW Group board to give the green light for Audi and its sister brand Porsche to enter F1, although no announcement has yet been made about Porsche's plans with Red Bull.

Audi board chairman Markus Duesmann made the announcement on Friday at Spa, saying that F1 would be "a global stage for our brand and a highly challenging development laboratory".

"The combination of high performance and competition is always a driver of innovation and technology transfer in our industry," Duesmann added. "With the new rules, now is the right time for us to get involved. After all, Formula 1 and Audi both pursue clear sustainability goals."

Audi will develop its engine at its Neuburg site in Germany, and already has test benches in place for development. The operation is to be overseen by former BMW motorsport man and FIA safety chief Adam Baker, with further personnel and infrastructure set to come into place before the end of this year.

Even with sister marque Porsche set to join the grid, Audi will undertake its own engine project. "As both our brands have a lot of fans and their special character, we decided to keep it completely separate and do two operations," explained Duesmann. "We had several reasons. We will have different teams, and the powertrain has to be designed especially for the chassis. That is why we decided to split it, because we will have completely different chassis and completely different powertrains."

Audi technical development head Oliver Hoffmann added: "To meet the timetable, the integration work of the electrified side on the powertrain, together with the chassis, it costs time to make it in two cars. So it's completely different operations, and the integration work, we will do by ourselves."

The announcement offered no confirmation of which team Audi would link up with, but it is set to strike a deal with Sauber in which the manufacturer takes a 75% stake in the Swiss-based squad. "The long lead is the powertrain, so we had to decide on the power unit, and that's what we announce today," said Duesmann. "The decision on the team, we will do within this year."

Duesmann confirmed that Audi had spoken with "several" teams about a partnership, understood to include McLaren, Aston Martin and Williams. He also ruled out the possibility of Audi starting its own team from scratch because "starting

Audi evolved out of pre-war GP giant Auto Union. This is Tazio Nuvolari at Nurburgring in 1939

links grow

position for development is much better if you start with an existing car".

A further indication of Audi's plans with Sauber came courtesy of the team's current manufacturer backer, Alfa Romeo. Just hours after Audi had announced its F1 entry plans, Alfa confirmed that its existing deal with Sauber, in which the team carries Alfa Romeo branding and naming rights, will come to an end after the 2023 season.

"Since the economic and industrial turnaround of the brand will be achieved in 2022, Alfa Romeo will now evaluate among the many opportunities on the table, and decide which will be the best one to sustain the long term strategy and the positioning of the brand," a statement from Alfa read.

It is understood that Audi could buy its first shares in Sauber as early as next year. It is set to take an initial 25% stake from owner Finn Rausing, and for further tranches before 2026 to raise its share to 75%.

With its F1 plans now public, Audi also confirmed that its LMDh sportscar programme that would have taken it back to Le Mans has been officially scrapped. "Alongside customer racing, Audi Sport will continue its innovation project with the RS-Q e-tron in the Dakar Rally," read a statement from the marque. "Next year, Audi's aim is overall victory in the desert."

LUKE SMITH

P13 OPINION

Ricciardo out as Piastri contract war rumbles on

FORMULA 1

McLaren has confirmed that Daniel Ricciardo will leave the team at the end of this season as it awaits a ruling on Oscar Piastri's contract with Alpine.

Ricciardo and McLaren announced the news shortly before the F1 paddock arrived at Spa for last weekend's Belgian Grand Prix, bringing to an end two difficult years for the Australian at the Woking team. He joined McLaren in 2021 on a three-year contract. While he gave the team its first win for nearly nine years at Monza last September, that proved to be an outlier result as he struggled to match the form of team-mate Lando Norris.

McLaren has paid off Ricciardo for the final year of his deal and set its sights on reigning FIA F2 champion and Alpine F1 protege Piastri, who finds himself at the centre of a contract saga and was initially announced by Alpine as a race driver for the 2023 season.

A hearing was held by F1's Contract Recognition Board on Monday, the outcome of which remained unconfirmed by the time Autosport went to print. But should it rule in Alpine's favour, then McLaren would need to strike a deal to free Piastri from his contract and sign him for 2023.

Ricciardo admitted he had reached a "dead end" with McLaren as they tried to work out why he was struggling so much with the car. "The results I was getting were not up to the level that we all thought they could have been," said the 33-year-old. "We did talk for months about it, and ways to try and rectify the issues. We felt like we'd exhausted most things that were at least in reach at the time, and that's when obviously they made a decision."

Tug of love goes on for Piastri

Team principal Andreas Seidl admitted it was a "sad day" for McLaren, and that the team had to accept its responsibility in failing to make things work with Ricciardo. "In order to perform on track for a driver it needs teamwork between the driver and the team," he said. "The fact is we simply didn't get it to work. We have to acknowledge that."

As McLaren looks to swap one Australian for another in the form of Piastri, Ricciardo said there were no hard feelings with his compatriot or the 21-year-old's manager, Mark Webber, calling it "typical F1 business".

While Alpine boss Otmar Szafnauer stressed that the team would have to wait for the CRB ruling before making any calls on its next steps, he said he wished Piastri had "a bit more integrity" in the dispute. Szafnauer claimed he told Piastri during a simulator run that he would be getting the seat for 2023 and that Piastri "smiled and was thankful", but the team did not have time to get a quote for his press release.

LUKE SMITH

It hasn't worked out for Ricciardo at McLaren

Gasly Alpine link could open berth for Herta

FORMULA 1

AlphaTauri driver Pierre Gasly has emerged as a surprise candidate for a switch to Alpine in 2023, Autosport has learned. And in an even more unexpected development, IndyCar star Colton Herta has been linked with a future at AlphaTauri.

Publicly, Alpine team boss Otmar Szafnauer insists that his squad won't think about other drivers until the Contract Recognition Board's ruling on Oscar Piastri (see p5). But sources suggest that Alpine has already indicated its interest in Gasly (right) to AlphaTauri parent Red Bull.

The Frenchman was confirmed for 2023 by AlphaTauri on 24 June, so any move to get him will have to involve a deal that will suit Red Bull, and inevitably a substantial payment. But Red Bull could be open to releasing Gasly if the terms of any deal were favourable, and if there was momentum behind any candidate for the seat he would leave vacant.

Some sources have indicated that Red Bull driver chief Helmut Marko is weighing up Mick Schumacher, who is likely to be dropped by Haas. A move to AlphaTauri would mean that there was a high-profile German in the Red Bull camp ahead of Porsche's arrival on the grid in 2026.

But there have also been suggestions that Marko has an interest in Herta, who has a McLaren test deal in place. Intriguingly, Marko was seen in conversation with McLaren CEO Zak Brown last Saturday afternoon at the Belgian GP.

One issue is that Herta doesn't have a superlicence that would allow him to race in F1, although it is thought that the FIA is likely to grant him an exemption given his success in IndyCar and experience racing in Europe.

Even if Herta is unable to race in 2023 and Gasly remains at AlphaTauri, the American could join the Red Bull camp in a testing role.

Should Alpine not land Gasly, Daniel Ricciardo is an obvious candidate. While the nature of his exit for McLaren in 2020 burned some bridges, sources have indicated that this could be overcome.

ADAM COOPER

Belgian GP in reprieve for 2023 calendar

FORMULA 1

Spa will remain on the Formula 1 calendar for 2023 after agreeing a new one-year deal, while South Africa faces a delay to get back on the schedule.

With the Belgian Grand Prix out of contract after this year, F1 officials looked set to drop the race for 2023 amid the influx of new events, including a return to Kyalami for the first time since 1993.

The prospect of having a calendar without Spa was met dimly by F1 drivers, teams and enthusiasts, all of whom received good news on Sunday when a one-year extension was revealed. It is understood that Spa may shift to a July slot on next year's calendar.

The deal comes after efforts were made by Spa's organisers to renovate the track (right) in an €80million programme, as well as addressing the historically bad traffic issues for fans. Greater entertainment was offered throughout last weekend's Belgian GP, fitting the model that F1 is now chasing.

While the news is good for F1 purists, it may prove only to be a stay of execution for Spa. F1 is eager to get South Africa on the calendar and has made it a priority for 2024, ensuring the series races on every continent.

Should Spa drop off again, it is likely to become a rotation event along with the French GP, which will be axed from the schedule for 2023.

The provisional calendar for next year is set to be issued once it has been approved by the FIA World Motor Sport Council and is still being tweaked, but it is expected to feature 24 races, the limit enforced by the Concorde Agreement. This will include returning events in Qatar and China, the latter subject to the country's COVID-19 restrictions making it viable, as well as the new Las Vegas GP that will form a season-ending back-to-back with Abu Dhabi.

LUKE SMITH

CLASSIC DRM CUP The DTM's brace of classic support series continue to get aficionados salivating, and last weekend at the Nurburgring it was the turn of the Classic DRM Cup to take the stage. You've already seen Mucke Motorsport founder Peter Mucke's Zakspeed Capri in these pages, but this time his son, former DTM racer Stefan, raced against him in a BMW M1 Procar. The machine carries the livery of the machines in which F1 drivers were invited to compete in 1979-80, with Mucke Jr's weapon bearing the name and #6 used in 1979 for Nelson Piquet, who went on to win the 1980 title. The younger Mucke gave the BMW victory on Saturday, but didn't compete on Sunday, leaving his 75-year-old dad to take honours in his ex-Klaus Ludwig Capri. **Photo by DTM**

Domenicali dismissive of Andretti F1 ambition

FORMULA 1

Formula 1 CEO Stefano Domenicali insists that the series doesn't need any new teams, casting doubts on Michael Andretti's efforts to gain an entry.

Andretti (right) has made clear his frustration at the apparent slow progress regarding his attempt to join the grid, having failed last year in his efforts to buy Sauber.

Domenicali suggested that he's happy with the current figure of 10 entrants and that a newcomer isn't required to add value to F1, particularly with new manufacturers such as Audi and Porsche joining the grid. He also stressed that, along with Andretti, other parties have indicated an interest in entering, but have kept a lower profile.

"I think today in the actual status of F1, it's not a problem of quantity, where we can see a step of increasing the value of F1," Domenicali replied when asked about Andretti's entry bid. "It is a matter of understanding really, not only the ones that have a bigger or louder voice, but there will be other people, because Andretti was quite vocal about his request. There are others that have done the same, in a different way."

The Andretti organisation has been clear in its intentions to get an F1 operation in action amid plans for a new facility at its base in Indianapolis, on which construction is starting.

ADAM COOPER

BTCC stars disagree over blame for clash

While Cammish leads, contact from Cook has just sent Sutton wide at second apex

BTCC

British Touring Car Championship top-liners Ash Sutton and Josh Cook were left disagreeing on a controversial clash between the pair as they battled for second place in the opening race at Thruxton last weekend.

Sutton's Motorbase Ford Focus and Cook's BTC Racing Honda Civic had both traded paint with the BMW of Jake Hill into the first part of the Complex at Campbell on the opening lap. Cook then made contact with Sutton at Cobb, before Sutton repaid the compliment at Segrave, sending the Honda into a half-spin onto the grass.

While Sutton went on to finish third, his long-time friend Cook dropped to 18th before recovering to 13th.

"It was a hard contact and it damaged the right-rear suspension, and that put an end to my race really," said Cook. "I'm sure he thinks it's my fault and I think it's his fault, but whoever gets the blame it won't give me my race back."

West Surrey Racing ace Hill and Team Dynamics Honda star Gordon Shedden were immediately behind the pair as they made contact at Cobb and Segrave.

"I was covering Josh on the entry to the Complex and at the very last second I see that Ash has made quite a big lunge," said Hill. "I tried to get out of it, but I was stuck in the middle and I slightly knocked Josh sideways. They had a little bit of contact, and then from my view Ash simply took Josh out, and I just tried not to T-bone Ash."

"The whole Complex was really aggressive to be fair," added Shedden. "After that first apex maybe there was a bit of retaliation – I don't know."

Cook and Sutton were both called to the TOCA bus, but no sanctions were handed out. Sutton is one of the leaders of a new-for-2022 BTCC drivers' group, which can make recommendations to the series organisers and, if agreed upon, these can be enshrined in the regulations. One of the key updates this year is that if there is any overlap, the driver in front must leave room.

"I made a good move on Josh and Jake into Turn 3 [Campbell]," Sutton argued. "Josh made contact with me at 4, it ran me wide, but I still had an overlap. I don't know if he knew I was there. The rule is, if there's a significant overlap you've got to give each other room. If that wasn't an overlap, then I don't know what is."

MARCUS SIMMONS

P32 BTCC THRUXTON ACTION

Excelr8 backer steps in to save Lloyd's year

ALL PHOTOGRAPHY: JEP/MOTORSPORT IMAGES

BTCC

British Touring Car Championship race winner Dan Lloyd's season has been saved after Excelr8 Motorsport title backer Bristol Street Motors stepped in to help with his budget.

Lloyd was left with a shortfall of over £50,000 due to the damage sustained in his Oulton Park crash in June. He took his repaired Excelr8 Hyundai i30 N to two wins next time out at Croft, but was expecting to have to miss the final two rounds at Silverstone and Brands Hatch.

An initiative to offer special packages in return for contributions raised over £10,000, before BSM stepped in with a top-up in time for last weekend's round at Thruxton.

"There's still work to do until I can finally say that the damage bill has been settled, but I feel a huge weight has been lifted from my shoulders," said Lloyd. "I was absolutely blown away by the reaction from race fans to the packages."

Lloyd was consigned to battling in the midfield at Thruxton after qualifying 20th. "I cocked up," he said. "I was on for a 15.9 [good for the top seven], genuinely, then just had a huge lock-up and threw it away."

MARCUS SIMMONS

BTCC Two-time BTCC race winner Tom Oliphant made a surprise return to the series at Thruxton for a one-off last weekend. Oliphant has moved to Australia with his fiancee, and they were back home visiting friends and family when he was contacted by Team Hard chief Tony Gilham after regular Will Powell stood down from the event due to other commitments. Oliphant, who says he is attempting to put a commercial package together to race in the Super2 feeder series to Aussie Supercars, dragged his old BMW racesuit out and took the wheel of Hard's vacant Cupra Leon. Brake failure on his out-lap in qualifying scuppered his chances, and his best finish was 20th. **Photo by JEP**

Abt Audi pair in Abt Mahindras

FORMULA E

Robin Frijns and Nico Muller will form German squad Abt's "dream team" on its return to Formula E after a year away. Abt left the championship with manufacturer partner Audi at the end of 2020-21, and its Mahindra-powered comeback season coincides with the start of the Gen3 era.

Frijns departs Envision Racing after four campaigns at the British squad, while Muller makes a return to FE after previously driving for Dragon. It means that the pair are reunited after being team-mates in the Abt Audi DTM line-up in 2020.

Frijns finished seventh in the Formula E standings this season after briefly factoring in the title battle at the start of the year. Muller has been racing for Team Rosberg in DTM, dovetailing that with Vector Sport's LMP2 assault on the World Endurance Championship.

Abt managing director Hans-Jurgen Abt explained that the signings of Frijns and Muller were necessary in taking the fight to the more established teams on the grid on its return to Formula E.

"Robin and Nico were our absolute dream team right from the start, because they have everything we need for our Formula E comeback: speed, experience and the right spirit," said Abt. "If we want to hold our own against the big factory teams in the new season, we need a small and powerful team. And that's where Robin and Nico fit in perfectly."

Frijns is expected to be replaced at Envision by Swiss veteran Sebastien Buemi, who has left the Nissan fold.

JAKE BOXALL-LEGGE

IN THE HEADLINES

CADILLAC TESTING

Cadillac continued its test programme with its new LMDh prototype over three days at Road Atlanta last week. Sebastien Bourdais, Alex Lynn, Earl Bamber and Pipo Derani drove the car, which is again being labelled the V-LMDh rather than the Project GTP Hypercar moniker used on its official launch in June. No mileage figure was released.

CALDERON BACK IN F2

Tatiana Calderon returned to the FIA Formula 2 grid for the first time since 2019 at Spa last weekend. The IndyCar refugee has joined Charouz Racing System after the team parted company with Cem Bolukbasi. Another change came at Van Amersfoort Racing, which has drafted in F2 supersub David Beckmann to replace Jake Hughes, whose growing Formula E commitments have forced him to stand down. The German qualified fifth at Spa and placed sixth in the feature race.

THIIM ASTON DTM PLAN FAILS

Plans for the Aston Martin marque and star driver Nicki Thiim to rejoin the DTM as a wildcard entry for last weekend's round at the Nurburgring fell through due to what is understood to have been a lack of budget. Thiim has been absent from the series since his early-season split with Lamborghini team T3 Motorsport, which also sat out another weekend.

BUSCH OUT OF PLAYOFFS

Former NASCAR Cup champion Kurt Busch has forfeited his slot in this season's playoffs due to his ongoing recovery from concussion sustained in a Pocono qualifying shunt in July. The 2004 title winner's withdrawal opened up another slot among the 16-car field before last weekend's final race of the regular season at Daytona. With Austin Dillon taking his first win of 2022 at Daytona to fill the 15th slot, that meant a reprieve for Ryan Blaney, the top points scorer without a win.

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MIR JOINS MARQUEZ IN HONDA LINE-UP

MOTOGP

Honda has finally come clean that 2020 MotoGP world champion Joan Mir will join its factory squad for the 2023 season alongside Marc Marquez.

Mir was linked to a Honda move prior to Suzuki's shock decision to quit the series at the end of 2022 when his initial offer for 2023 from Suzuki was deemed unacceptable. At the recent Austrian Grand Prix, Mir (below) told the media he was "very close" to agreeing a deal to join Honda.

The Spaniard, who will miss this weekend's San Marino GP due to an ankle injury and will be replaced by debutant Kazuki Watanabe, has a two-year deal with Honda and will take over from Pol Espargaro, who joins the rebranded Tech3 GasGas team in 2023. Mir's fellow Suzuki rider Alex Rins already agreed a two-year Honda deal to join LCR earlier in the summer.

Elsewhere, Ducati has decided on three-time race winner Enea Bastianini as its replacement for KTM-bound Jack Miller at its factory team. Ducati has spent the past few months evaluating Bastianini and 2021 Styrian GP winner Jorge Martin for the seat before opting for the Italian. Both are on new two-year factory deals with Ducati, with Martin remaining at Pramac on works machinery alongside Johann Zarco.

Meanwhile, RNF has announced Miguel Oliveira and Raul Fernandez on year-old Aprilias at the team for 2023.

LEWIS DUNCAN

GOLD AND GOOSE/MOTORSPORT IMAGES

DTM

Tomczyk, with Berger, joined DTM organisers for the 2022 season

Tomczyk lightens Berger's load

DTM

Former DTM champion Martin Tomczyk has taken a greater role within the series' organising body, and is even being tipped as a possible successor at the helm of the ITR to current encumbent Gerhard Berger.

After retiring from racing at the end of last season, Tomczyk joined the ITR to head up promotion of its GT4-based DTM Trophy support series with the job title of DTM Representative Brand & Sports. He has now taken on greater responsibility for "the sporting direction of the DTM platform", after what's been described as an internal restructure. Frederic Elsner, previously in charge of series management, will focus on developing the fan experience.

"Luckily, it's an increasing volume of workload we are facing, and to make that happen in a very precise and direct way we restructure internally," said Tomczyk. He cited Elsner's call to issue free tickets for last Sunday's Nurburgring race to spectators who had endured the lengthy fog delay on Saturday as "exactly what we wanted to achieve with that sort of restructure, so we can react now quicker, more precise and faster".

Tomczyk had been on track with ITR boss Berger, who personally recruited him, and race director Scot Elkins to determine whether conditions were suitable for racing, and conducted Berger's usual media rounds on Sunday. Tomczyk acknowledged that part of his expanded role is to take on some of Berger's workload, but stressed that the pair are "in one line together" with respect to developing the DTM "in a very healthy and good way". In this regard, Tomczyk says it will focus the 2023 calendar on races where there is already a strong fanbase, rather than prioritising a return to the UK for the first time since 2019.

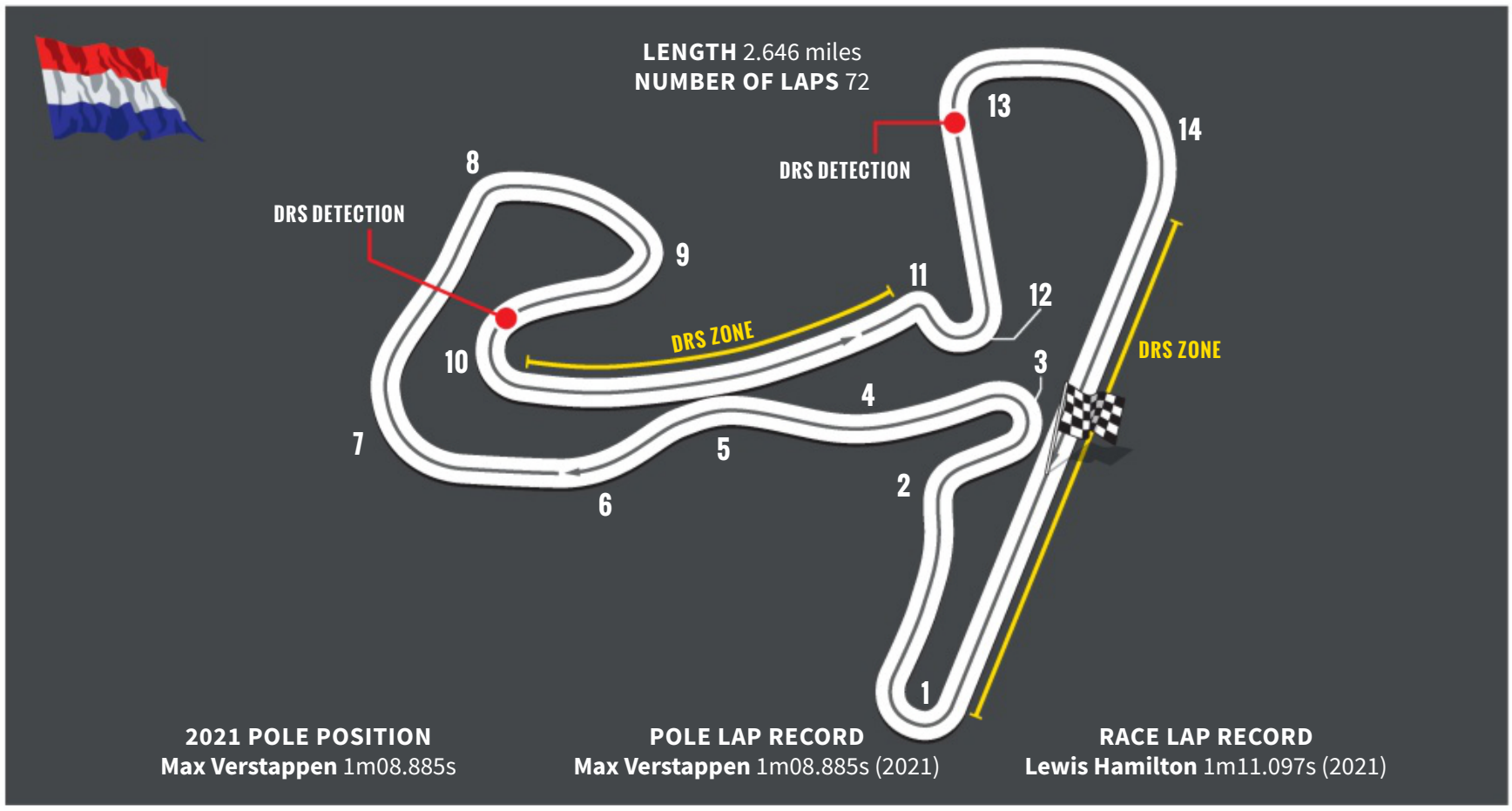
"It's always nice when you race in front of a lot of spectators, and they are from Germany or the close region of Germany," he said. "So I think the way we will go, it's more back to the roots from the DTM."

Abt boss Thomas Biermaier said that he would "definitely trust [Tomczyk]" to take over the reins from Berger one day, but the man himself downplayed that prospect. "I like in the here and now," he said. "I want to fulfil the job as well as I can, and that's I think the main part why I'm in the present now and don't look too much in the future."

JAMES NEWBOLD & SVEN HAIDINGER

ROUND 15/22

F1 DUTCH GRAND PRIX PREVIEW



UK START TIMES

Friday 2 September
FP1 1130 **FP2** 1500

Saturday 3 September
FP3 1100
QUALIFYING 1400

Sunday 4 September
RACE 1400

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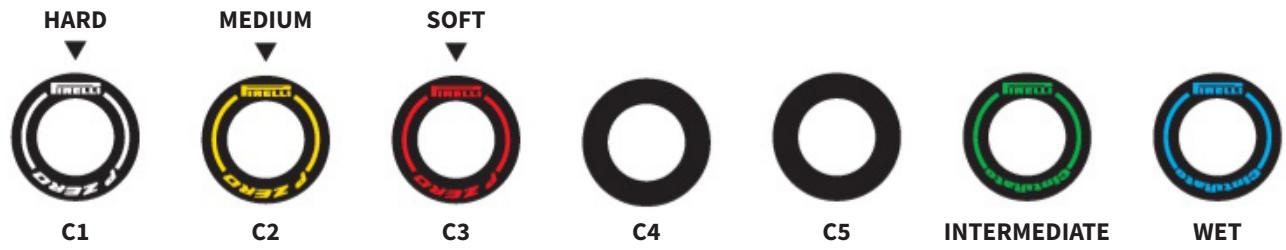

CHAMPIONSHIP POSITIONS

Drivers

1	**Verstappen**	284
2	**Perez**	191
3	**Leclerc**	186
4	**Sainz**	171
5	**Russell**	170

Constructors

1	**Red Bull**	475
2	**Ferrari**	357
3	**Mercedes**	316
4	**Alpine**	115
5	**McLaren**	95

Perez is now up to second in the points

RACE STATS

Previous winners

2021	**Max Verstappen**	Red Bull
1985	**Niki Lauda**	McLaren
1984	**Alain Prost**	McLaren
1983	**Rene Arnoux**	Ferrari
1982	**Didier Pironi**	Ferrari
1981	**Alain Prost**	Renault
1980	**Nelson Piquet**	Brabham
1979	**Alan Jones**	Williams
1978	**Mario Andretti**	Lotus
1977	**Niki Lauda**	Ferrari

Before Verstappen, the last Dutchman in points at Zandvoort was Gijs van Lennep in 1973

ALL PHOTOGRAPHY motorsport IMAGES

Zandvoort points tallies

Verstappen	25
Hamilton	19
Bottas	15
Gasly	12
Leclerc	10
Alonso	8
Sainz	6
Perez	4
Ocon	2
Norris	1

Alonso on Hamilton: true or false?

The Alpine driver didn't hold back when expressing his views on his former team-mate's driving at Spa. It's worth examining the veracity of his claims

ALEX KALINAUCKAS

He was so keen to send another 'karma' message to a vanquished rival that he missed his engineer's increasingly firm radio instructions to adjust a car setting. Just as Fernando Alonso once delighted in learning Jolyon Palmer's Renault had exited the 2017 Italian Grand Prix, he was again sending a message as he wagged his finger at Lewis Hamilton's stricken Mercedes while passing by under safety car conditions early in last Sunday's Belgian GP.

Alonso fumed as only he can. But, aside from the negative impact the incident had on the race, four things really stand out now that Formula 1 is a few days removed and heading towards Zandvoort for Max Verstappen's latest home race. Let's start with Alonso. This whole episode simply highlights his worth to F1. There's his obvious skill. And then there's the entertainment factor of his radio messages and gesturing. At 41, every time Alonso signs a new F1 deal, various sections of the internet begin to howl about how this is preventing legions of junior drivers from joining the grid.

And while some F1 legends have indeed held on far too long (Kimi Raikkonen fans look away now, but enjoy the excellent NASCAR foray), Alonso is still performing. Go back and look at his Canada qualifying. It was on the edge and brilliant in the wet, but he knew immediately that the Alpine would go backwards in the dry race. In conditions where his package can compete or circumstances stymy the frontrunners, he can hang on for glory – a la Qatar last year. F1 is simply better for having Alonso on the grid. The PR quandary around his forthright radio messages in an Aston Martin next year will surely be exquisite to listen to given that team's hierarchy.

> **"His forthright radio messages in an Aston Martin next year will surely be exquisite to listen to"**

But going back to the Les Combes crash, the rest of the takeaways concern Hamilton and Mercedes. The incident was clearly Hamilton's fault and he owned it. This is to his credit. But to suggest that the reason why it happened is because the majority of Hamilton's 103 F1 wins have come from pole is disingenuous at best.

Firstly, Alonso does have more experience racing in and winning in the pack (18 of his 32 victories are from second or lower). But this conveniently ignores the career move decisions that meant he hasn't had a consistently frontrunning package for most of the time since 2007 and that tumultuous period when he and Hamilton were McLaren team-mates. And Alonso has 14 wins from pole himself – the highest number of victories from any grid spot on the Spaniard's CV. This just reflects F1's nature: that the fastest package starting at the front will win more often than not.

Racing in the pack is difficult. The dirty air effect is reduced with the new designs, but is not totally gone. Also, Hamilton's most high-profile recent collisions (say, with Alex Albon in Brazil 2019 and Austria 2020 race one) haven't come in the first-lap jostling that the stewards considered to be such an important factor at Spa. For that reason, they opted not to impose an additional penalty after rightly finding Hamilton to be at fault. Silverstone 2021 is the exception of course, but there were so many other considerations at play in that moment that it can't be chalked up to a simple misjudgement.

Finally on Alonso's Spa radio claim, Hamilton does have 42 wins from starts below pole position. This does naturally reflect how many more races he's entered versus successful drivers from earlier eras, but it proves that he can win without heading the grid. It's the 'can't race' argument unjustifiably flung at Sebastian Vettel about his Red Bull domination. Snappy, but wrong.

The third big takeaway from this storm in a racing teacup, however, is that this was another big Hamilton error. It's up there alongside Imola and Baku in 2021, plus perhaps Abu Dhabi lap one last year. These mistakes are starting to add up and, since we know Hamilton is closer to the end of his career than the start, therefore we are likely correspondingly nearer to establishing that F1 has indeed passed 'peak' Hamilton – or, to be less brusque, Hamilton at his very best consistently. Yet Hamilton in 2022, even with all the difficulties of the Mercedes W13, is still excellent.

So, with all that established leaving Spa, might we finally wonder how F1 may be longing for a renewed Red Bull versus Mercedes fight in 2023? Verstappen is still ascending and Hamilton apparently descending. That is the potent mix witnessed in 2021, and so piles pressure on Mercedes as it evaluates totally altering its 2023 car concept from what it has now. Ferrari is showing that it can't sustain a title challenge, and Red Bull is surely more likely to pull further away from the Italian cars as the current rules package matures.

Verstappen was sensational at Spa. His victory from 14th on the grid (13th if we're counting cars actually on the grid!), having put in a chasm to the rest in qualifying, was right up there with the best drives of the modern era. It matches the brilliance of Hamilton's Brazil 2021 recovery, although perhaps without the righteous fury element the now 37-year-old displayed across two races that weekend. But, although driver off-track politicking can pack another season of *Drive to Survive*, F1 surely can't afford to have races decided before half distance too often to sustain its current popularity boom...

P16 BELGIAN GP REPORT

The challenges facing Audi in F1

Few will doubt the German brand's commitment to making a success of its move into grand prix racing. But that doesn't make it any less of a mountain to climb

MATT KEW

Audi has been unexpectedly pointed in its reasoning for entering Formula 1, acting in a way most unlike the massive, grey-suited corporation that it is. In the very first paragraph of the official announcement of its new engine programme was this line: "This is the first time in more than a decade that a Formula 1 powertrain will be built in Germany." The social media posts ran the message that the four rings will be "the new stars". This comes as the Ingolstadt boardroom believes Mercedes can be beaten both on track and at the forecourt via the medium of grand prix racing.

Whether you consider those lines to be entertaining needle or simply needless, there's no escaping the enormity of the task at hand for Audi. Press conference at Spa over and done, it now needs to go on a hiring spree and redevelop its motorsport facility at Neuburg to top-flight standard before fully embarking on designing its hybrid power unit.

Meanwhile, also in Belgium last weekend, Christian Horner confirmed that his newly established Red Bull Powertrains division had just before the summer break fired up its 2026-spec internal combustion engine for the first time. It's so far along partly by hedging its bets, pressing on with research and development before the precise compression ratio and piston specification for the new rules was locked in by the FIA. Mercedes is similarly down the road, and increasingly able to pile resources into the new engine formula now that its Formula E entry has been canned.

Audi is therefore already on the back foot. It can recover some ground by recruiting those with plenty of F1 experience in a bid to catch up on the years of knowhow that High Performance Powertrains and the poached heads at Red Bull already have. But it cannot simply go to its Volkswagen Group overlords, ask for a blank cheque, and buy its way to success. A powertrain cost cap was a prerequisite for Audi to commit to F1 so it could appease its accounts department by showing there would be some lid on spending. But the greater financial sustainability offered could also contribute to its struggles.

From 2026 onwards, engine manufacturers can spend up to $130million per year. As a newcomer, Audi will gain an extra $10m in its first two seasons and $5m in year three. On paper, that helps it get up to speed. But in the context of F1, $10m isn't much more than a drop in the ocean if it's doing battle with Mercedes, Renault and Ferrari, who will by then have 12 years of hybrid experience in F1. Re-engineering the mothballed Porsche 1.6-litre V6 mule to become a standard-bearer, which is Audi's plan, will take a lot more than that.

That's also only what Audi must do in a straight line. It's a poorly kept paddock secret that the marque will hop into bed with the Sauber race team to design and build its chassis, with Alfa Romeo confirming that its logos will disappear from the Swiss cars at the end of 2023. We also know that Sauber isn't currently operating up to the budget cap – that's why the building times for its upgraded parts are slow. Therefore, Audi has some spending to do here to extract every ounce of performance to be up to speed as soon as possible. Audi boss Markus Duesmann has set clear targets in this respect, saying at Spa: "Ideally within the first three years, we should be very competitive."

SUTTON/MOTORSPORT IMAGES

Add that timeline on top of when the manufacturer will make its eventual F1 return in 2026, and that's 6.5 years. Not especially long. When Renault re-entered as a works team in 2016, it had a five-year plan to win titles. Six seasons later, it had in fact only returned Esteban Ocon's 2021 Hungarian GP victory. For 2022, it's a new 100-race timeframe for Alpine.

And while Audi's trophy cabinets are extremely well populated from its rally and race success, arguably its two highest-profile recent attacks have flattered to deceive. Think of Audi motorsport in the 21st century and you think of prototype racing. The marque was king of the hill in 2013 before Toyota pipped it the year after in the World Endurance Championship overall. As soon as the competition stepped up and Porsche had fettled its 919 for 2015, Audi was blown away to a distant second place before withdrawing at the end of 2016.

The other headline programme has been Formula E. Its driver Lucas di Grassi was crowned champion in 2016-17 and Audi bagged the teams' title by only two points the year after, snatching the crown at the death. But just as it should have been poised for a run at electric greatness, it slipped to second the campaign after, then sixth, fourth, and then it quit the series altogether.

None of this is to say that Audi cannot be competitive in F1, snaring at least podiums in double-quick time, as it has targeted. But the scale of the task and the size of the obstacles for it to do so must be considered.

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Sprint races aren't a golden bullet

MotoGP's decision to stage a sprint race at every round has ruffled feathers. And while bold innovations are not unwelcome, more creative thinking is what's really required

LEWIS DUNCAN

Whether we like it or not, motorsport is very much in a transition phase and the consumption of it is changing too. Formula 1's various shifts in recent years are a case in point. The series is moving further away from traditional venues in favour of fan-hub street tracks, while it has made format tweaks to something that hasn't really changed that much for decades. Of course, we're talking about sprint races.

F1's radical decision to try three sprint races on a Saturday to decide the grid for the main grand prix was met with raised eyebrows in 2021, but it was generally well-received, and three more were pencilled in for 2022 with the aim of increasing that output in the future.

Inevitably, then, it seemed only a matter of time before MotoGP did something similar. It was hinted at in the global fan survey run in conjunction with Motorsport Network recently, although the idea was formed — and largely agreed upon — ahead of this.

MotoGP's plans are much more radical than F1's. Half-distance sprints will be held on the Saturday of every grand prix weekend. Qualifying will decide the grid for both the sprint and the main grand prix, which means the former is a completely independent event for the weekend. Half points will be awarded.

Typically, it was met with mixed reviews from riders. Six-time title winner Marc Marquez believes it will make MotoGP "more spectacular", while reigning champion and current points leader Fabio Quartararo called the idea "totally stupid". When it was put to the F1 fraternity by Autosport at Spa, Max Verstappen thought it would take away the special nature of a grand prix, while George Russell felt MotoGP was "bold" not to test it first.

> **"What should've been a big, fun announcement only raised more questions than were answered"**

The latter point feeds into safety concerns raised by riders. While the idea is to keep the same amount of weekend on-track action by juggling around the practice sessions a little, Aleix Espargaro felt this was "bullshit". He argues that the strain on your body, brain and bike is vastly different in a race than in a practice session. Therefore, ditching one 30-minute practice to replace it with a 20-minute sprint is not like for like.

The FIM — MotoGP's governing body — insisted in the hastily organised press conference confirming the sprint-race announcement during the Austrian GP weekend that it would be open to any rider feedback if safety is an issue.

That consultation process probably should have happened sooner. According to most riders, they only found out that sprints were happening for real when the media started to ask them about it on Friday at the Red Bull Ring last month. Tech3 boss Herve Poncharal, who is also the president of teams' body IRTA, says riders were kept in the dark deliberately to prevent any leaks.

What should have been a big, fun announcement for MotoGP turned into something that only raised more questions than were answered — and further seemed to deepen feelings among some riders that their best interests really aren't being looked after. There's no Grand Prix Drivers' Association equivalent for MotoGP riders.

Ultimately, the decision to shake up the weekend format with sprint races has been made to offer fans at home and at the track better bang for their buck. That goes for race promoters and broadcasters too, while it is hoped that this injection of new excitement — and sprint MotoGP races will be exceptionally exciting — will bring more sponsorship interest into the series. That's all very admirable, but making those kinds of decisions without first properly consulting riders who are the ones facing the dangers of this money-making exercise doesn't give off good optics.

MotoGP needs this shake-up. It has to start thinking outside of the box. Interest in the series has declined quite sharply this year. This has largely been driven by the retirement of highly popular legend Valentino Rossi, but rising ticket prices across the globe, a lack of good television access in key markets such as the UK, the failure of its *Drive to Survive* clone *MotoGP Unlimited*, and a general lack of decent promotion for the talent on the current grid have also contributed.

But this sprint plan, with all due respect to Dorna Sports — which has done a fantastic job in building up MotoGP — is not thinking outside of the box. It's copying what has worked in F1 and World Superbikes, but doing so in a way that isn't universally popular and with a very aggressive introduction by staging it at every round in 2023.

And with the best will in the world, a sprint race isn't suddenly going to get people to fork out for a BT Sport subscription — not in the middle of a cost-of-living crisis — because sprint races didn't make F1 popular; accessibility did.

Sprint races are a necessary evil to stave off staleness, and a bold decision like this deserves credit. But it won't make a blind bit of difference if the doors aren't swung open first to welcome the generation of fans who will really appreciate sprints.

FORMULA 1

UNTOUCHABLE VERSTAPPEN IN A CLASS OF HIS OWN

There was no stopping Red Bull's championship leader, despite starting from row seven...

MATT KEW

PHOTOGRAPHY motorsport IMAGES

Verstappen's performance in the Belgian Grand Prix must rank as his finest yet

MAUGER

Not only was Max Verstappen's romp to the spoils of glory in the Belgian Grand Prix last weekend the very finest work of his Formula 1 career, but his weekend-long performance should surely rank somewhere among the all-time great displays. Of the 1071 world championship races now held, only 14 have been won by a driver starting further back than he did at Spa.

Adding to the case in favour, Verstappen's mesmeric recovery came after he had absolutely dominated qualifying to top the order by six tenths, and despite needing to overcome a chunky grid penalty. Such was his command that, despite having lined up down in 13th, the reigning champion was already contemplating the "good possibility" of seizing the victory as early as lap eight of 44.

Spa, which will reprise its role in 2023 to cover for the South African GP being delayed a year, played host to the now traditional hybrid era litany of grid penalties. With the subsequent Dutch, Italian and Singapore rounds not offering an abundance of overtaking opportunities, eight drivers opted to take on enough new power unit elements for Belgium to exceed their quota for the season. They were duly sent marching to the back of the grid (or, in the case of Yuki Tsunoda, had to contend with a pitlane start), but knowing there was at least the prospect of making up some of the lost ground.

Polesitter Sainz immediately makes his soft rubber count

SUTTON

Verstappen was among those pinged, courtesy of the new gearbox, energy store and control electronics for his Red Bull RB18. Boosting his chances was a box-fresh Honda engine to give him a helping hand on the 1.2-mile climb out of La Source towards Les Combes. Further aiding his cause was Pierre Gasly also requiring a pitlane start after the AlphaTauri AT03's electrical system briefly shut down before the formation lap. That meant the Frenchman would leave his grid box empty to gift Verstappen one spot. Nevertheless, the Dutchman still had the small matter of nearest points rival Charles Leclerc starting immediately behind.

The Ferrari driver had similarly copped a load of penalties for a new internal combustion engine, turbo, exhaust, MGU-H, control electronics and gearbox — the legacy of his Spain and Azerbaijan blow-ups and the violent jolt delivered from his Paul Ricard smash. Ferrari had tried to play it cute, splitting up the replacement parts to try to exploit a vagary of the regulations in a bid to automatically start ahead of

Hamilton pitched skywards by contact with Alonso

SEQUENCE: MICHAEL POTTS

Blighted by wheelspin at the start, Perez tumbles from second to fifth

ETHERINGTON

"IT'S HARD TO STAY OUT OF TROUBLE. PEOPLE WERE GOING OFF IN THE GRAVEL, COMING BACK ON TRACK"

Verstappen, regardless of the qualifying result. While Leclerc did not get "a penalty" (singular) exceeding 15 places, the FIA intervened and totted up the score from all his reprimands to hand the Monegasque the back-of-the-grid start the team had been trying to navigate.

It was clear that neither driver would hang around on the opening laps, with both Verstappen and Leclerc put on the softest available C4 rubber for the start. Meanwhile, up ahead, all bar polesitter Carlos Sainz would ply their trade on mediums when the lights went out.

Verstappen's launch was spot-on. He swept past Valtteri Bottas in an instant, then outdragged a slow-starting Nicholas Latifi and tucked up the inside of a conservative Kevin Magnussen to gain three places into La Source alone. Alex Albon was dispatched through the first right-hand apex of Les Combes, but the Williams would regain the position when Verstappen was forced into evasive action. This was to avoid Lance Stroll, who'd been robustly squeezed onto the gravel by his Aston Martin team-mate Sebastian Vettel. In the delay, Leclerc tried to hang it around the outside of the No Name left-hander, but shrewdly backed out of the move when he ran out of room.

Leclerc was not at all rewarded for deciding that discretion was the better part of valour. As Stroll was again skipping over the gravel on the opening lap, he showered Verstappen in a cloud of muck. That led him to pull for a new visor tear-off, discarding his old one on the run to Blanchimont. The piece of plastic appeared to fly straight into the front-right brake duct of Leclerc's chasing Ferrari F1-75. While Fernando Alonso and Stroll also ripped their tear-offs through this section, Ferrari was adamant that it was the Red Bull racer's detritus that was the one to become lodged. The onboard footage from both drivers certainly seems to corroborate that version.

Verstappen continued his first-lap ascent, finally picking off Stroll for eighth place into the Bus Stop chicane when the safety car was called into play for the only time on Sunday afternoon. "The first lap, with the car we had, you don't want to risk too much," said Verstappen. "Then it's even harder to stay out of trouble. People were going off in »

Bottas blameless in shunt that brought out the safety car

HONE

Verstappen does his best to keeps his nose clean in the initial kerfuffle

"I WENT STRAIGHT INTO WHEELSPIN. IF YOU GET A BAD START HERE, IT'S ONE OF THE WORST PLACES TO GET IT"

the gravel, coming back on the track. They are defending their spot. I was literally just trying to stay out of it. But you also don't want to lose too much time. It was super-hectic, and so much dirt as well. We survived without damage."

Back at the front, polesitter Sainz had put his soft tyres to good use to lead into the first corner unchallenged, his workload eased by second-starting Sergio Perez spinning his medium rubber off the line. The Mexican explained: "It was a very bad start. There was something with the clutch. As soon as I dropped, I just went straight into wheelspin and here it's very penalising. If you get a bad start here, it's probably one of the worst places to get it because the Tarmac is so rough."

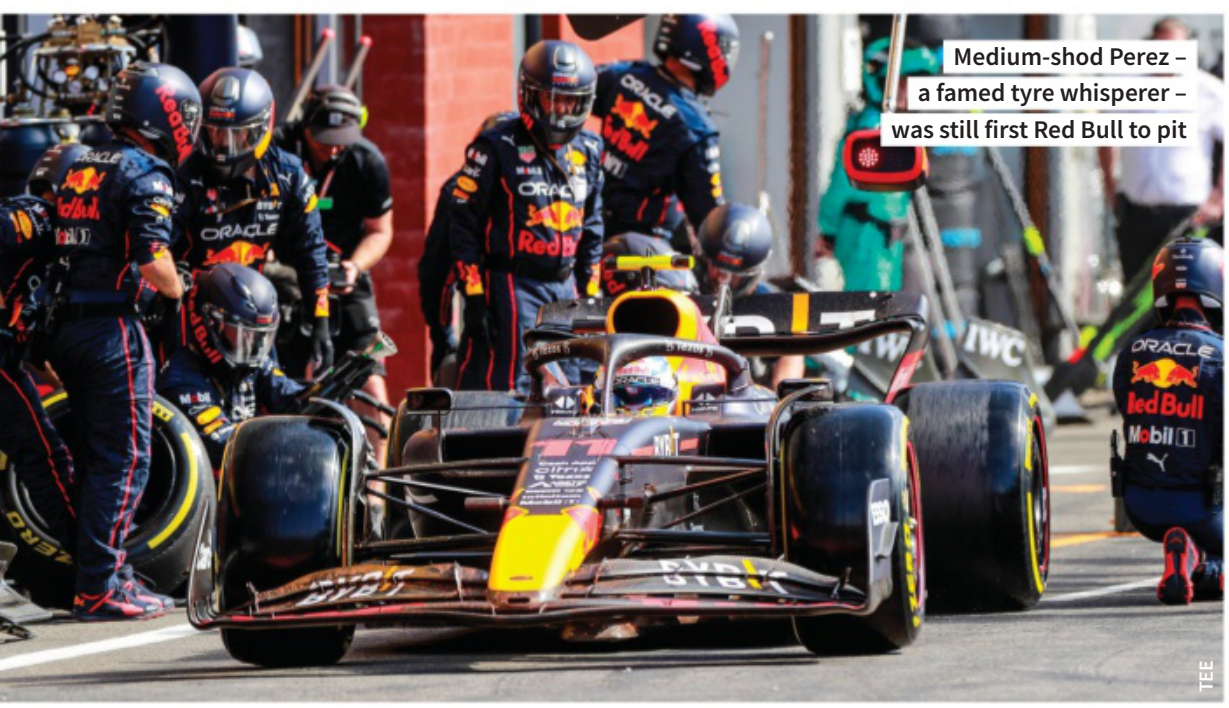
As a result, Perez dropped to fifth behind third-starting Alonso and both underwhelming Mercedes. Lewis Hamilton tucked into Alonso's slipstream to offset the W13's draggy rear wing, which Silver Arrows team boss Toto Wolff likened to an "A380 Airbus". The seven-time champion threatened around the outside into the first part of Les Combes but, with his former McLaren team-mate Alonso already over the inside kerb with nowhere else to go as he drew level, the Merc's right-rear tyre clonked the Spaniard's front-left. Hamilton's back axle was vaulted into the air and, although the Briton initially rejoined, he was very slow and swiftly parked up with a loss of water pressure.

While Alonso's stance would soften, his immediate reaction was: "What an idiot! Closing the door from the outside… we had a mega start, but this guy only knows how to drive starting first." It was a rare mistake from Hamilton, one he would own, even if the stewards left it as an unpunished racing incident, although he would be handed a warning for not visiting the medical centre after the impact had triggered an alarm.

The yellow flags then morphed into a full safety car after Latifi and Bottas came to blows at the exit of the Bus Stop chicane, with the Alfa Romeo ending up in the gravel. This came after 15th-starting Esteban Ocon messed up the corner to run over the inside sausage kerb. It appeared to put the pursuing Latifi off line, since he ran wide and kissed the gravel to pitch the Williams into a spin. Bottas was innocently collected and turned around to retire.

With the pack concertinaed and the speeds lowered, Leclerc's brakes weren't getting the cool air they needed. They began to smoke and, as an incidental result of Verstappen cleaning his visor, his rival was forced to pit at the end of lap three for new medium tyres and to clear the blockage. The Red Bull driver's eventual assessment of the unlikely set of circumstances was: "I hope it's not mine! It's just super-unlucky [for Leclerc]. You're always scared that it happens, especially when you're in the pack because, especially on a track like this, you are taking [the visor tear-offs] off very quickly."

The safety car peeled in at the end of lap four and Verstappen was a little slow away to leave Albon initially unchallenged. But reaffirming why a great deal of his qualifying prowess had been built on peerless, blistering runs through the twisty second sector, Verstappen expertly picked off the Thai-Brit around the outside of unlikely overtaking spot Rivage.



Medium-shod Perez – a famed tyre whisperer – was still first Red Bull to pit

TEE

Departing McLaren driver Daniel Ricciardo was a sitting duck into the Bus Stop, before Vettel was dispatched in similar circumstances next time around. With DRS then activated, Alonso was powerless to resist the 212mph V-max of the RB18, and Russell would only survive another tour. Just eight laps in, Verstappen was on the podium and could be confident that Perez ahead wouldn't present the sternest of defences when their paths eventually crossed.

The split between the Red Bulls stood at 2.5s. But with Perez on the slower C3 rubber, the gap was only going one way. Verstappen eviscerated the difference and on lap 10 made a play for second place. But Perez didn't give up the position immediately, holding station into Les Combes when a switcheroo was entirely possible. Verstappen unsurprisingly asked a question of the pitwall, labelling the time loss as "silly".

On lap 12, he duly slipstreamed past. With Sainz

TEE

REDBU

Team-mate position swap didn't happen as swiftly as Verstappen would've liked

pitting for a set of yellow-walled medium tyres on lap 11, Verstappen took the provisional lead. In the 4.35 miles immediately after overtaking his team-mate, Verstappen pulled 1.6s clear, then doubled it. Perez was called in to stop for more mediums on lap 14, rejoining alongside Leclerc to briefly make contact at Les Combes.

And of everything Verstappen did well that afternoon, it was arguably these laps when he shone brightest of all. Perez is a renowned tyre whisperer. A lacklustre qualifier he might be, but his mastery of the Pirellis has long been the 2022 Monaco winner's trump card. Yet despite running mediums to Verstappen's softs, it was Perez who had to pit first to shed his theoretically more durable rubber.

Even the Italian tyre manufacturer was taken by surprise at the eventual winner's capacity to nurse his boots. The soft compound had been degrading more than expected even in the cool practice conditions on Friday and Saturday. Its rate of wear was only increased for the warmer GP. Yet Verstappen, who had actually used mediums to complete his FP2 race simulation so had little knowledge of the behaviour of the softs, could stretch the more fragile C4s longer than Perez with his harder C3s. "I think I'm always good on tyres," reckoned Verstappen. "Maybe people don't look at it."

The Pirellis charmed and Perez passed, Verstappen now knew the win was on to surpass his pre-race expectation that anything below a podium would be a disappointing return. He stopped for mediums at the end of lap 15 to return to the track 4.7s in arrears of Sainz. With the Ferrari's mediums now four laps old, Verstappen tore chunks out of the gap and on lap 17 was on the F1-75's rear. First place and the eventual win would effectively be decided when he powered up Eau Rouge and used DRS to leap past Sainz into Les Combes.

No doubt, the longer lap did go some way to exaggerating the potency of the RB18, which the Ferrari drivers reckoned behaved as though »

QUALIFYING

TEE

For the climax of qualifying, the lead Red Bull sat in the garage, its cockpit vacant. This was a scene reminiscent of Sebastian Vettel in his pomp, and one created by the sheer mastery of Max Verstappen. His first effort in Q3 was the only lap of the weekend to drop below 1m44s, and he was duly rewarded with a cavernous 0.632-second cushion to Carlos Sainz.

Although the pressure was relieved a little, the Dutch ace knowing he had to serve a grid penalty for exceeding the upper limit of power unit elements used, he was still simply brilliant. When his Ferrari rivals clipped the gravel, his team-mate ran wide to nick the floor and the Mercedes were nowhere, Verstappen was almost perfect. A slightly scruffy first apex at the Bus Stop chicane was the only blemish, his work was done in 1m43.665s.

Even Verstappen, who is far more adept at pragmatism than he is puffery, slipped just for a moment. He acknowledged it as "an amazing qualifying… it all came together. I would say it's definitely one of the best ones."

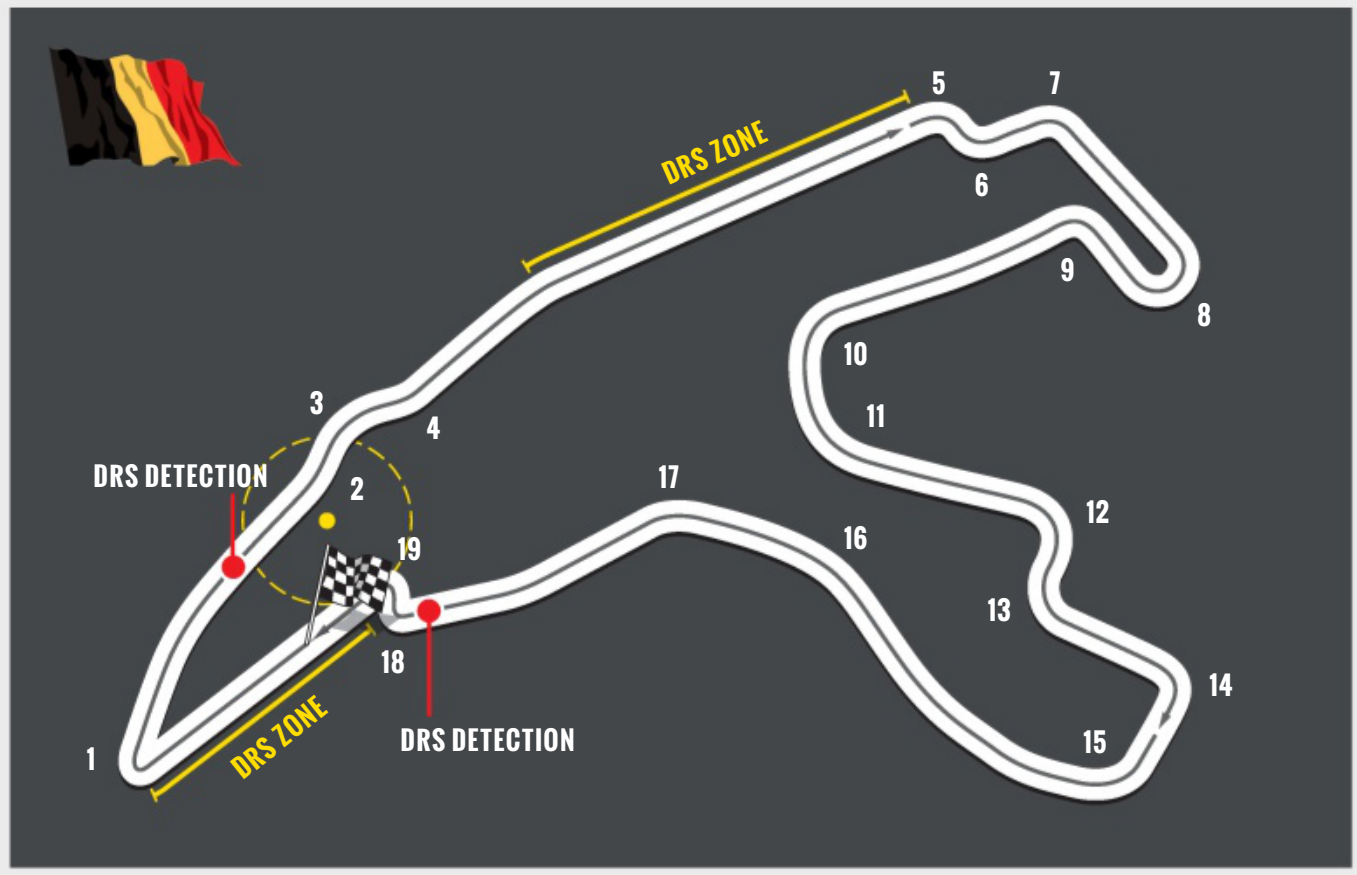
Almost occupying an altogether lower tier was Sainz in second, the Ferrari particularly falling short through the twisty second sector even though the team had stripped off its low downforce package. But the Spaniard's efforts would at least return top spot on the grid given the penalties. Perez was rather humbled, ceding a further two tenths to Verstappen, while Charles Leclerc elected to dart out of the pits late on to give Sainz a last-ditch tow up the Kemmel Straight – although to no good effect since the Ferrari ran slower in the first sector.

"EVEN VERSTAPPEN, WHO IS FAR MORE ADEPT AT PRAGMATISM THAN PUFFERY, SLIPPED FOR A MOMENT"

Sticking to form in 2022 were the Ferrari tactics. After not running in the first 25 minutes of final practice to save a set of tyres after the Hungary strategy shocker, the team then mistakenly sent FP3 crasher Leclerc out on a brand-new set of softs in Q3 to go some way to undermining its earlier efforts. The Monegasque's one hot lap was 0.9s in arrears of Verstappen's, but he too had penalties to serve. That left the door ajar for Fernando Alonso to start third – the Alpine driver had qualified sixth behind team-mate Esteban Ocon, who had penalties of his own.

Mercedes boss Toto Wolff, meanwhile, cited the worst Silver Arrows one-lap showing in a decade. Granted, the long Spa lap exaggerated the gaps, but the W13 was a staggering 1.8s off the pace as Lewis Hamilton pipped George Russell. They only just had the legs on qualifying superstar Alex Albon, who deployed a "cheap upgrade" to the Williams (its chopped-off rear wing) to run sixth in Q1 before setting the ninth fastest time in Q3, climbing back to sixth with reprimands applied.

TRACKSIDE VIEW



There's a good reason why Autosport is positioned at the exit of the old pitlane for first practice, aside from the admittedly selfish one that Formula 1 cars look utterly astonishing through this famous and revered sequence, and we want a piece of the action. The justification is that there have been plenty of modifications to the circuit at this precious part in particular, so here's a prime opportunity to recap and rate them.

The inside barrier at the foot of the hill has been removed to open the sight lines, the runoff enlarged on the outside to improve safety and therefore futureproof the rollercoaster. These are welcome steps. The asphalt on the outside being painted to broadly match the Belgian flag is at least less offensive than the brushwork at Paul Ricard. A negative is surely the landmark East Belgian Racing Team white chalet at the top of the hill being bulldozed to make way for a load of steel box sections in the form of a drab grey grandstand. Some of the charm has undoubtedly been lost to make way for more seats and more hospitality suites.

After 10 minutes to admire the historic paddock (personal highlights are the lesser-spotted 1989 EuroBrun ER188B and 1995 Simtek S951), soon the contemporary cars are centre of attention once again as they emerge for the first time after the summer break.

"FORMULA 1 CARS LOOK UTTERLY ASTONISHING THROUGH THIS FAMOUS AND REVERED SEQUENCE"

The bottom of Eau Rouge is more spectacular than it is a clear indicator of who has got the right line and who hasn't. But that doesn't mean there's no differentiation to speak of. The newly laid asphalt is initially pristine, until the McLarens follow one another through the ascent. Both running exceptionally low to the ground, sparks fly out from the diffuser. As the wooden planks are slammed into the surface, the MCL36s carve a yellow groove into the track.

By the time the Alpines and AlphaTauris have come through, the two most prominent yellow streaks are the better part of three feet apart. Come the end of the hour, these are almost entirely filled in to create one big smudge. It proves that there is at least some variance in lines.

Spa is also the first round for which the FIA is monitoring vertical movements to help limit porpoising on the grounds of safety. The compression at this part of the circuit generally welds cars into the track but, even so, it's noticeable that the Williams is still bouncing. It's the worst offender in this respect. The Alfa Romeos, by contrast, are super-stiff, but that does in turn lead to a couple of incidents of snaps of oversteer and corrective lock at the summit of Raidillon.

MATT KEW

Underfloor planks carve a yellow line into track's new surface at Eau Rouge

KEW

Verstappen takes the flag – and his team's plaudits – for victory number nine from 14 races

it had been built specifically for the track. But with Perez's average time 0.5s slower than Verstappen's, this was a driver operating at their peak rather than solely enjoying the benefit of uncatchable machinery.

Worse for Ferrari, the team had stripped off its low-downforce Canada-spec rear wing after final practice in an attempt to limit the time it was bleeding away in the middle sector. And yet Verstappen still remained devastating on the run from Les Combes to the exit of Stavelot with his Red Bull, even though it was in the more slippery state of tune.

Could Ferrari do anything to blemish Verstappen's perfect day? It certainly tried, by pitting Leclerc on lap 42 for a set of soft tyres as part of a concerted effort to rob the championship leader of a bonus point for fastest lap. The service was fine enough, but the strategy call proved immediately questionable when Leclerc resumed behind Alonso, having ceded fifth place.

The Alpine had the legs with its warmer tyres, so Leclerc lost clean air and, with it, his tilt at three purple sectors. Only on the final lap into Les Combes could the Ferrari dive back past for fifth at the line. Alonso's typically box-office assessment was: "When Charles came to box for fastest lap, I was quite surprised. Ferrari always does strange strategies."

Yet, that fifth would swiftly become sixth when Leclerc was handed a 5s penalty for having exceeded the 50mph pitlane speed limit by 0.6mph. The cause of the excessive haste? A faulty sensor that had been damaged by the very early brake duct temperature spike incidentally initiated by Verstappen. In any other season, it would surely seem unbelievable. But that type of misfortune in 2022, at least, almost seems par for the course for Leclerc.

Questionable strategy call meant luckless Leclerc had to get back past Alonso – then lost the place

HONE

"IT'S ONE OF THE MOST DOMINANT PERFORMANCES THAT WE'VE HAD AS A TEAM SINCE EITHER 2010 OR 2013"

As the timing screens corrected to reflect the reprimand, Verstappen's celebrations were already well under way. After drifting out of the final corner of his favourite circuit, his 29th and best F1 victory had been secured by a crushing 17.8s, Perez eventually completed a Red Bull 1-2 — he'd passed Sainz with a smart dummy on the Kemmel Straight on lap 21 before the pair rounded out their day on the unfavoured hard tyre.

Verstappen praised the "rocket ship" car as he pulled into the pitlane. Christian Horner recognised a performance that had left his driver in "a class of his own". The team boss would add: "Max had to navigate his way through the pack, and he did that very, very efficiently over the first couple of laps. He hit the front far quicker than we could have ever expected. The pace that we had with both Max and Checo was enough to easily pass Carlos and bring home probably one of the most dominant performances that we've had as a team since either 2010 or 2013. He's excelled here in the past and today, he has basically smashed it out of the park. I mean, he did a lap on mediums that still stood as the fastest lap."

Verstappen heads to his second home race in a row at Zandvoort with an emphatic 93-point lead, having now won an incredible nine of the 14 races this term. The Belgo-Dutch superstar is directly ahead of Perez too, with Leclerc slipping to third in the standings by a further five points.

The tighter confines of the Netherlands seaside circuit should allow the chasm in pace between Red Bull and Ferrari that was on display at Spa to converge. But as for the title, that is now surely only heading one way.

NEXT F1 REPORT

DUTCH GRAND PRIX
8 SEPTEMBER ISSUE

ALBON STARS TO SCORE FOR WILLIAMS

Williams driver Alex Albon was left celebrating "one of the tougher races I've done in my career and also one of my personal bests" after finishing 10th at Spa.

Albon starred in qualifying to reach ninth in Q3, boosted by a low-drag rear wing, and lined up sixth after grid penalties dropped others further back. After slipping behind McLaren's Daniel Ricciardo at the start, Albon was one of many easily overcome by the recovering Max Verstappen and then continued his battle with the McLaren ahead of the first stops.

Williams opted to pit Albon early each time to bank track position and rely on his searing top speed to stay ahead. This meant he headed a DRS train of six cars at the finish, ahead of Lance Stroll after holding on in front of the Aston Martin with a defensive show in the closing stages.

"On the lap to the grid, it was clear that tyre degradation was going to be really high and hotter track temperatures than we have had the rest of the weekend made tyre wear worse," Albon explained. "On the final stint I was thinking about three-stopping, but we held on."

In the other Williams, Nicholas Latifi's Les Combes second-lap spin while fighting Esteban Ocon and subsequent contact with Valtteri Bottas put the Alfa Romeo out and consigned the Canadian to running at the back on a three-stopper.

SUTTON

ALL PHOTOGRAPHY motorsport IMAGES

MICHAEL POTTS

Hamilton takes blame, avoids punishment

Lewis Hamilton escaped sanction from the Belgian Grand Prix stewards despite being found to be at fault for his first-lap crash with Alpine driver Fernando Alonso.

After both former McLaren team-mates had cleared the slow-starting Sergio Perez's Red Bull when the lights went out, Hamilton used the big slipstream effect running up the Kemmel Straight to blast ahead of Alonso on the outside line into the first part of Les Combes. But he swung sharply across the Spaniard's bows, with Alonso climbing over the kerbs to avoid a clash. This still couldn't be prevented, and Hamilton was sent bouncing dramatically up in the air when his right-rear touched Alonso's left-front.

Perez and George Russell nipped past the pair on the exit, after which Alonso fumed about Hamilton's driving and the Briton was ordered to stop by Mercedes after it spotted a loss of water pressure on the smoking W13.

Despite having his front wheels ahead at the corner entry, a key part of F1's 2022 racing rules guide, Hamilton "turned in towards the apex of the corner with Alonso still alongside and the collision occurred", read the stewards' decision. They also noted Alonso "moved his car off-line to the inside with both right-side tyres fully on the kerb and even somewhat inside the kerb", and "at no point did Alonso appear to lose control or understeer".

The incident was declared a "first lap incident with a lot of movement relative to other cars in the first few corners, and thus take no further action". This means Hamilton will not face a grid penalty at this weekend's Dutch GP, but may have to drop down in any case if Mercedes determines the damage picked up in the clash means he needs to have a fresh engine fitted at Zandvoort.

"I DON'T THINK THE W13 IS GOING TO HAVE THE HIGHEST PLACE IN THE MERCEDES-BENZ MUSEUM IN STUTTGART. MAYBE IT'S GOING TO GO A LITTLE BIT IN THE CAVES..."

TOTO WOLFF

ETHERINGTON

TEE

STROLL MISSES OUT AFTER EVENTFUL ENCOUNTER

Lance Stroll only just failed to secure Aston Martin's targeted double points finish at Spa, with the Canadian battling to 11th while team-mate Sebastian Vettel finished eighth.

The pair nearly came to blows on lap one as they ran through Les Combes in the aftermath of the Lewis Hamilton/Fernando Alonso shunt, with Vettel's move exiting the second apex putting Stroll briefly in the gravel and losing him a place to Alex Albon.

On the next lap, Stroll's aggressive defence against Charles Leclerc briefly put the Ferrari on the Kemmel Straight grass. From there, Stroll was engaged in a fight with Esteban Ocon (who would later go on to pass Vettel in a double move involving Pierre Gasly and finish ahead in seventh), then the McLarens and Albon.

"Losing some positions early on made it tough, but we had some fun battles out there within the midfield," Stroll reflected.

Lack of top speed with DRS in play hurts McLaren

McLaren left Spa without any points to show for its efforts after a lack of race top speed with DRS engaged hurt the orange squad.

In qualifying, Lando Norris reckoned "we were quicker than Red Bull" in "pure straightline condition". But come the race and the DRS trains that developed, the Briton thought he and team-mate Daniel Ricciardo were "missing [something] with DRS that makes our overtaking opportunities less than other people".

The straightline deficit, made worse for McLaren because the slipstream effect is reduced with the 2022 car designs, meant Ricciardo slipped back from starting seventh and Norris found his progress up the order stymied.

Norris had started 16th after being among the host of drivers to take new engines at this event and, once he came up against McLaren's typical midfield rivals following the early exchanges, he was stuck in the pack that formed behind Alex Albon's "just so quick in the straight" Williams.

"In clear air, we certainly had a bit more speed, but we just lost so much time being stuck behind cars and couldn't really make anything happen," said Ricciardo.

Heading to Zandvoort, Norris hopes that a return to a high-downforce arrangement will "hopefully move us a little bit more back in line with Budapest's kind of pace". "But," he warned, "you never know. It was our worst track last season..."

HONE

Q&A

MATTIA BINOTTO
FERRARI TEAM PRINCIPAL

Was the big gap to Red Bull track-specific?
I don't think there is any hope in that. It has been a true difference between us and the Red Bulls this weekend. If I look back, I think they were slightly faster in Hungary – a different kind of track, high downforce. Overall, I think simply the Red Bull is a faster car compared to what we've got in terms of overall efficiency, because Spa is where you need efficiency in terms of the aerodynamics and power unit. But more than that, we also had a lot of tyre degradation that we need to look into. They were stronger in terms of tyre degradation. I don't think it has been an outlier.

What happened with Charles Leclerc's late-stop strategy?
The call to stop him was the right call. You need to be brave in F1. It's the opportunity to try to get the fastest lap, and there was the margin on Fernando to stop and try to go for it. We knew it would have been very close to Fernando. But we knew as well Charles could overtake him back because he had the fresher tyres, and that could have helped in terms of DRS and top-line speed.

What happened with his pitlane speeding?
The reason we had overspeed – because it was really borderline, it was by 0.1km/h in the average speed in the pitlane – was unlucky. We were not using our normal sensors measuring the speed because they failed during the overheating of the front-right due to the [tear-off] of Max, and our recovery strategy, maybe it was not so accurate for the 0.1 [error]. It was an unlucky situation.

Could Carlos Sainz have won without the early safety car?
No, I don't think that would have been the case, because Red Bull this weekend in terms of pace was certainly stronger and significantly stronger to win anyhow. I don't think it affected the final result.

AUTOSPORT

The race is on! Don't miss any of the action this season

Le Mans and Azerbaijan G
AUTOSPORT
Ferrari disaster in
Verstappen gets his Azerbaijan re
as Leclerc's challenge explo
F1 Audi confirms 2026 attack
AUTOSPORT
1 SEPTEMBER 2022
BELGIAN GP DRAMA
MAX'S GREATEST WIN YET
Red Bull rampant as Hamilton and Alonso clash at Spa
'What an idiot, he only knows how to drive starting first'
FERNANDO ALONSO
'It was definitely my fault, but it's nice to know how he feels'
LEWIS HAMILTON
...Toyota joy at Le Mans
How Buemi, Hartley and Hirakawa made history
PLUS
Cammish boosts Sutton's BTCC bid
Williams wins at Silverstone Classic
ton Martin's plan to beat the best
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DRAWING BOARD

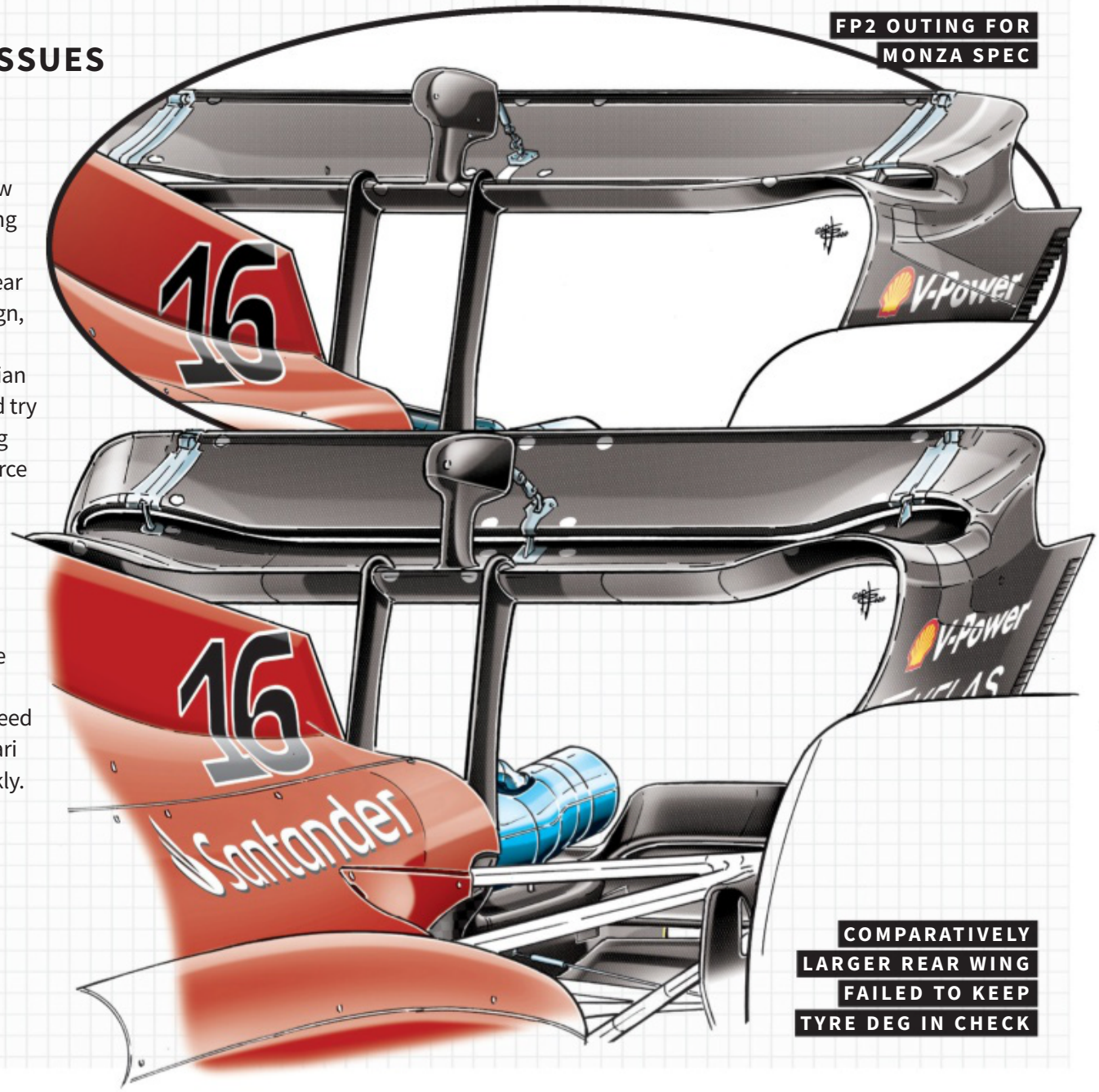
GIORGIO PIOLA

FERRARI DEGRADATION ISSUES MAKE BELGIUM A DRAG

As is traditional at Spa, the Formula 1 field introduced lower-downforce packages to draw more straightline speed out of their cars, owing to the first and third sectors rewarding those running with less drag throughout. Ferrari's rear wing, although shallower than the usual design, was arguably larger than the majority of the designs seen through the weekend as the Italian squad sought to exploit the middle sector and try to beat Red Bull. Perhaps some of the thinking was also to use the marginally higher downforce level to reduce any surface sliding on the tyre to preserve its life, but Ferrari found that degradation was much higher in the Belgian Grand Prix than expected. Having more downforce generally means that the tyre is less at risk of mechanical degradation, but the escalating track temperatures and the loads placed on the tyres by the likes of the high-speed Eau Rouge and Blanchimont meant that Ferrari struggled to stop the softs from wearing quickly.

"My first two laps were strong, but then we immediately went into high degradation. And then I realised that we were degrading more than we should," Carlos Sainz mused after the race, while Red Bull was able to manage its degradation more adeptly through the course of the 44-lap GP.

JAKE BOXALL-LEGGE



FP2 OUTING FOR MONZA SPEC

COMPARATIVELY LARGER REAR WING FAILED TO KEEP TYRE DEG IN CHECK

TEAMS SHOW OFFERINGS FOR TEMPLE OF SPEED

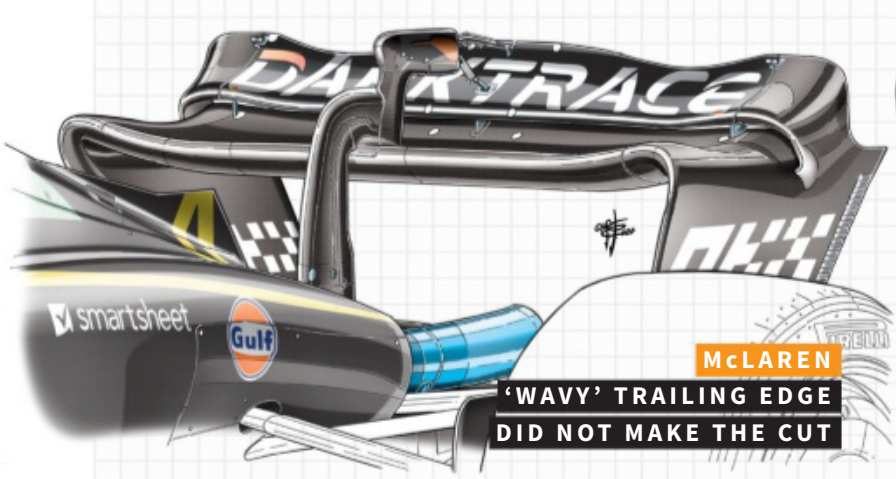
A few teams also used the Spa event to test out their Monza-spec wing designs, since the tight Zandvoort circuit will offer scant opportunity to do so this weekend. Ferrari explored a distinctly shallow rear wing in FP2, while Aston Martin trialled a design in preparation for the Italian Grand Prix with a distinctly low-profile shape that sags in the middle. By dropping the wing so it hides behind the roll hoop when viewed from front on, it offers a way of reducing the overall frontal area of the design.

Elsewhere, McLaren tried a design with a 'wavy' trailing edge along the top element, perhaps as a way to trim off drag, but instead opted for a lower-downforce design with a straight-edge top plane, having possibly not seen enough from the more shapely variant.

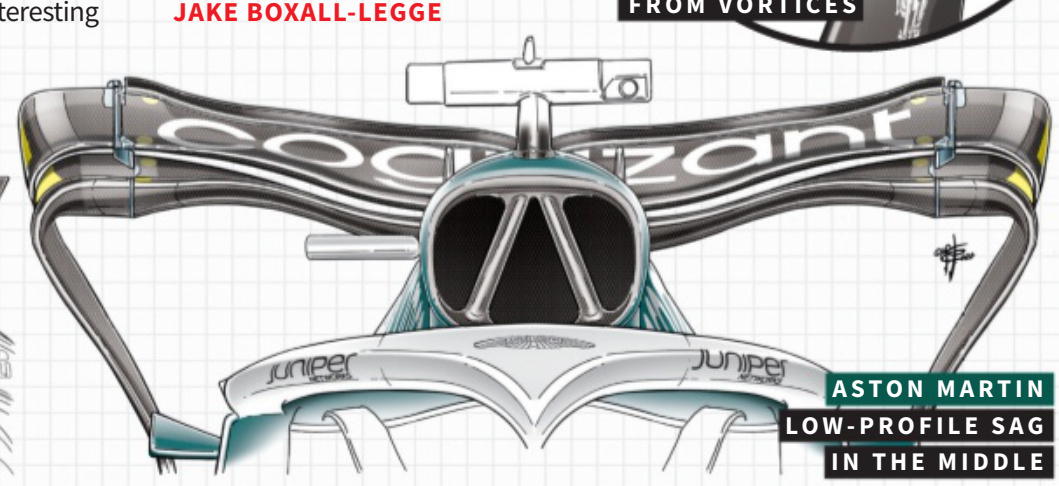
Alfa Romeo took an interesting approach to its wing too, cutting back the corners at which the top plane meets the endplate to snip off some of the induced drag formed by trailing vortices. Although the teams have explored scaling back on drag for circuits such as Baku, the Belgium designs were more drastic – and offer clues as to what the other teams will do in preparation for Monza.

JAKE BOXALL-LEGGE

ALFA ROMEO CORNERS TRIMMED TO REDUCE DRAG FROM VORTICES



McLAREN 'WAVY' TRAILING EDGE DID NOT MAKE THE CUT



ASTON MARTIN LOW-PROFILE SAG IN THE MIDDLE

FREE PRACTICE 1

POS	DRIVER	TIME
1	Sainz	1m46.538s
2	Leclerc	1m46.607s
3	Verstappen	1m46.755s
4	Russell	1m47.396s
5	Stroll	1m47.437s
6	Albon	1m47.835s
7	Ricciardo	1m48.081s
8	Tsunoda	1m48.310s
9	Hamilton	1m48.420s
10	Perez	1m48.474s
11	Latifi	1m48.485s
12	Zhou	1m48.672s
13	Norris	1m49.470s
14	Alonso	1m49.664s
15	Vettel	1m49.813s
16	Ocon	1m50.315s
17	Magnussen	1m50.982s
18	Schumacher	1m51.259s
19	Lawson	1m52.065s
20	Bottas	no time

WEATHER Rainy, air 18-19C track 22-24C

FREE PRACTICE 2

POS	DRIVER	TIME
1	Verstappen	1m45.507s
2	Leclerc	1m46.369s
3	Norris	1m46.589s
4	Stroll	1m46.635s
5	Sainz	1m46.649s
6	Hamilton	1m46.893s
7	Alonso	1m46.975s
8	Russell	1m47.042s
9	Ricciardo	1m47.255s
10	Perez	1m47.346s
11	Albon	1m47.520s
12	Zhou	1m47.617s
13	Tsunoda	1m47.658s
14	Gasly	1m47.782s
15	Vettel	1m47.867s
16	Ocon	1m47.944s
17	Magnussen	1m48.208s
18	Bottas	1m48.419s
19	Latifi	1m48.612s
20	Schumacher	1m49.941s

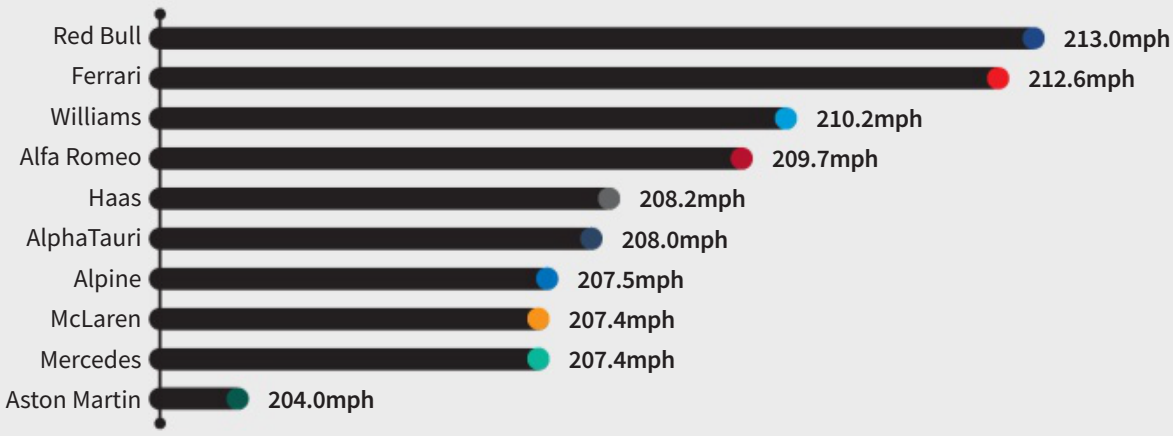
WEATHER Rainy, air 18-20C track 21-23C

FREE PRACTICE 3

POS	DRIVER	TIME
1	Perez	1m45.047s
2	Verstappen	1m45.184s
3	Sainz	1m45.824s
4	Norris	1m45.965s
5	Alonso	1m46.061s
6	Russell	1m46.071s
7	Leclerc	1m46.120s
8	Vettel	1m46.166s
9	Ocon	1m46.601s
10	Gasly	1m46.604s
11	Ricciardo	1m46.646s
12	Hamilton	1m46.769s
13	Latifi	1m46.811s
14	Albon	1m46.836s
15	Bottas	1m46.881s
16	Stroll	1m46.975s
17	Magnussen	1m46.982s
18	Tsunoda	1m47.035s
19	Zhou	1m47.089s
20	Schumacher	1m52.494s

WEATHER Cloudy, air 15-18C track 20-22C

SPEED TRAP (QUALIFYING)



QUALIFYING 1

POS	DRIVER	TIME
1	Verstappen	1m44.581s
2	Sainz	1m45.050s
3	Perez	1m45.377s
4	Leclerc	1m45.572s
5	Russell	1m45.650s
6	Albon	1m45.672s
7	Hamilton	1m45.736s
8	Norris	1m45.745s
9	Ocon	1m46.039s
10	Alonso	1m46.075s
11	Zhou	1m46.178s
12	Gasly	1m46.183s
13	Ricciardo	1m46.212s
14	Stroll	1m46.256s
15	Schumacher	1m46.342s
16	Vettel	1m46.344s
17	Latifi	1m46.401s
18	Magnussen	1m46.557s
19	Tsunoda	1m46.692s
20	Bottas	1m47.866s

QUALIFYING 2

POS	DRIVER	TIME
1	Leclerc	1m44.551s
2	Verstappen	1m44.723s
3	Perez	1m44.794s
4	Sainz	1m45.418s
5	Hamilton	1m45.420s
6	Russell	1m45.461s
7	Ocon	1m45.475s
8	Alonso	1m45.552s
9	Norris	1m45.603s
10	Albon	1m45.675s
11	Ricciardo	1m45.767s
12	Gasly	1m45.827s
13	Zhou	1m46.085s
14	Stroll	1m46.611s
15	Schumacher	1m47.718s

QUALIFYING 3

POS	DRIVER	TIME
1	Verstappen	1m43.665s
2	Sainz	1m44.297s
3	Perez	1m44.462s
4	Leclerc	1m44.553s
5	Ocon	1m45.180s
6	Alonso	1m45.368s
7	Hamilton	1m45.503s
8	Russell	1m45.776s
9	Albon	1m45.837s
10	Norris	1m46.178s

WEATHER Cloudy, air 16-18C track 21-22C

SEASON STATS

	DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1	Verstappen	284	1	1
2	Perez	191	1	1
3	Leclerc	186	1	1
4	Sainz	171	1	1
5	Russell	170	3	1
6	Hamilton	146	2	4
7	Norris	76	3	3
8	Ocon	64	5	5
9	Alonso	51	5	2
10	Bottas	46	5	5
11	Magnussen	22	5	4
12	Vettel	20	6	9
13	Ricciardo	19	6	6
14	Gasly	18	5	6
15	Schumacher	12	6	6
16	Tsunoda	11	7	8
17	Zhou	5	8	9
18	Albon	4	9	9
19	Stroll	4	10	10
20	Latifi	0	12	10
21	Hulkenberg	0	12	17

CONSTRUCTORS' CHAMPIONSHIP

1	Red Bull	475
2	Ferrari	357
3	Mercedes	316
4	Alpine	115
5	McLaren	95
6	Alfa Romeo	51
7	Haas	34
8	AlphaTauri	29
9	Aston Martin	24
10	Williams	4

QUALIFYING BATTLE

Hamilton	**7**	6	Russell
Verstappen	**11**	3	Perez
Leclerc	**9**	3	Sainz
Ricciardo	1	**12**	**Norris**
Alonso	**6**	**6**	**Ocon**
Gasly	**8**	5	Tsunoda
Vettel	**8**	4	Stroll
Stroll	**1**	**1**	**Hulkenberg**
Latifi	2	**11**	**Albon**
Zhou	3	**10**	**Bottas**
Magnussen	**11**	3	Schumacher

Based on Q1/Q2/Q3 sessions, not sprint races. Events removed when one driver in a team could not record a representative time for reasons outside their control

WINS

Verstappen	9
Leclerc	3
Perez	1
Sainz	1

POLE POSITIONS

Leclerc	7
Verstappen	3
Sainz	2
Perez	1
Russell	1

FASTEST LAPS

Verstappen	4
Leclerc	3
Hamilton	2
Perez	2
Sainz	2
Norris	1

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STARTING GRID

10 Vettel #5 *1m46.344s*	**9** Stroll #18 *1m46.611s*	**8** Gasly #10 *1m45.827s*	**7** Ricciardo #3 *1m45.767s*	**6** Albon #23 *1m45.837s*	**5** Russell #63 *1m45.776s*	**4** Hamilton #44 *1m45.503s*	**3** Alonso #14 *1m45.368s*	**2** Perez #11 *1m44.462s*	**1** Sainz #55 *1m44.297s*

RACE RESULTS ROUND 14/22 (44 LAPS – 191.41 MILES)

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	**Max Verstappen** (NLD)	Red Bull	1h25m52.894s	31	**S**n, **M**n, **M**n
2	**Sergio Perez** (MEX)	Red Bull	+17.841s	1	**M**n, **M**n, **H**n
3	**Carlos Sainz** (ESP)	Ferrari	+26.886s	12	**S**u, **M**n, **H**n
4	**George Russell** (GBR)	Mercedes	+29.140s		**M**n, **M**n, **H**n
5	**Fernando Alonso** (ESP)	Alpine-Renault	+1m13.256s		**M**n, **M**n, **H**n
6	**Charles Leclerc** (MCO)	Ferrari	+1m14.936s		**S**n, **M**n, **M**n, **S**u
7	**Esteban Ocon** (FRA)	Alpine-Renault	+1m15.640s		**M**n, **H**n, **M**n
8	**Sebastian Vettel** (DEU)	Aston Martin-Mercedes	+1m18.107s		**M**u, **H**u, **M**u
9	**Pierre Gasly** (FRA)	AlphaTauri-Red Bull	+1m32.181s		**M**n, **H**n, **M**n
10	**Alexander Albon** (THA)	Williams-Mercedes	+1m41.900s		**M**n, **H**n, **M**n
11	**Lance Stroll** (CAN)	Aston Martin-Mercedes	+1m43.078s		**M**u, **M**u, **H**u
12	**Lando Norris** (GBR)	McLaren-Mercedes	+1m44.739s		**M**n, **H**n, **M**n
13	**Yuki Tsunoda** (JPN)	AlphaTauri-Red Bull	+1m45.217s		**H**n, **M**n, **M**n
14	**Zhou Guanyu** (CHN)	Alfa Romeo-Ferrari	+1m46.252s		**M**n, **M**n, **S**n
15	**Daniel Ricciardo** (AUS)	McLaren-Mercedes	+1m47.163s		**M**n, **H**n, **M**n
16	**Kevin Magnussen** (DNK)	Haas-Ferrari	-1 lap/+0.438s		**M**n, **H**n, **M**n
17	**Mick Schumacher** (DEU)	Haas-Ferrari	-1 lap/+3.258s		**M**n, **H**n, **M**n
18	**Nicholas Latifi** (CAN)	Williams-Mercedes	-1 lap/+10.898s		**M**n, **M**u, **H**n, **S**n
R	**Valtteri Bottas** (FIN)	Alfa Romeo-Ferrari	1 lap-accident		**S**n
R	**Lewis Hamilton** (GBR)	Mercedes	0 laps-accident damage		**M**n

WEATHER Sunny, air 24-28C track 33-38C

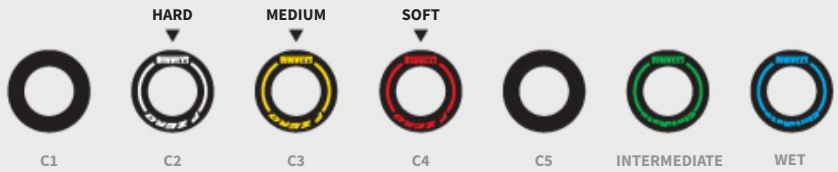
WINNER'S AVERAGE SPEED 133.729mph **FASTEST LAP AVERAGE SPEED** 143.273mph

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	**Verstappen**	1m49.354s	-	32
2	**Leclerc**	1m49.984s	+0.630s	44
3	**Perez**	1m50.764s	+1.410s	29
4	**Russell**	1m50.793s	+1.439s	31
5	**Norris**	1m51.678s	+2.324s	31
6	**Ocon**	1m51.717s	+2.363s	36
7	**Sainz**	1m51.977s	+2.623s	32
8	**Latifi**	1m52.256s	+2.902s	38
9	**Zhou**	1m52.317s	+2.963s	30
10	**Tsunoda**	1m52.436s	+3.082s	32
11	**Vettel**	1m52.515s	+3.161s	40
12	**Schumacher**	1m52.646s	+3.292s	35
13	**Alonso**	1m52.868s	+3.514s	35
14	**Stroll**	1m52.880s	+3.526s	29
15	**Gasly**	1m53.002s	+3.648s	24
16	**Albon**	1m53.055s	+3.701s	28
17	**Ricciardo**	1m53.080s	+3.726s	34
18	**Magnussen**	1m53.332s	+3.978s	29
-	**Bottas**	no time	-	-
-	**Hamilton**	no time	-	-

TYRES

KEY: **H - Hard** **M - Medium** **S - Soft** **I - Intermediate** **W - Wet** n - New set u - Used set



RACE BRIEFING

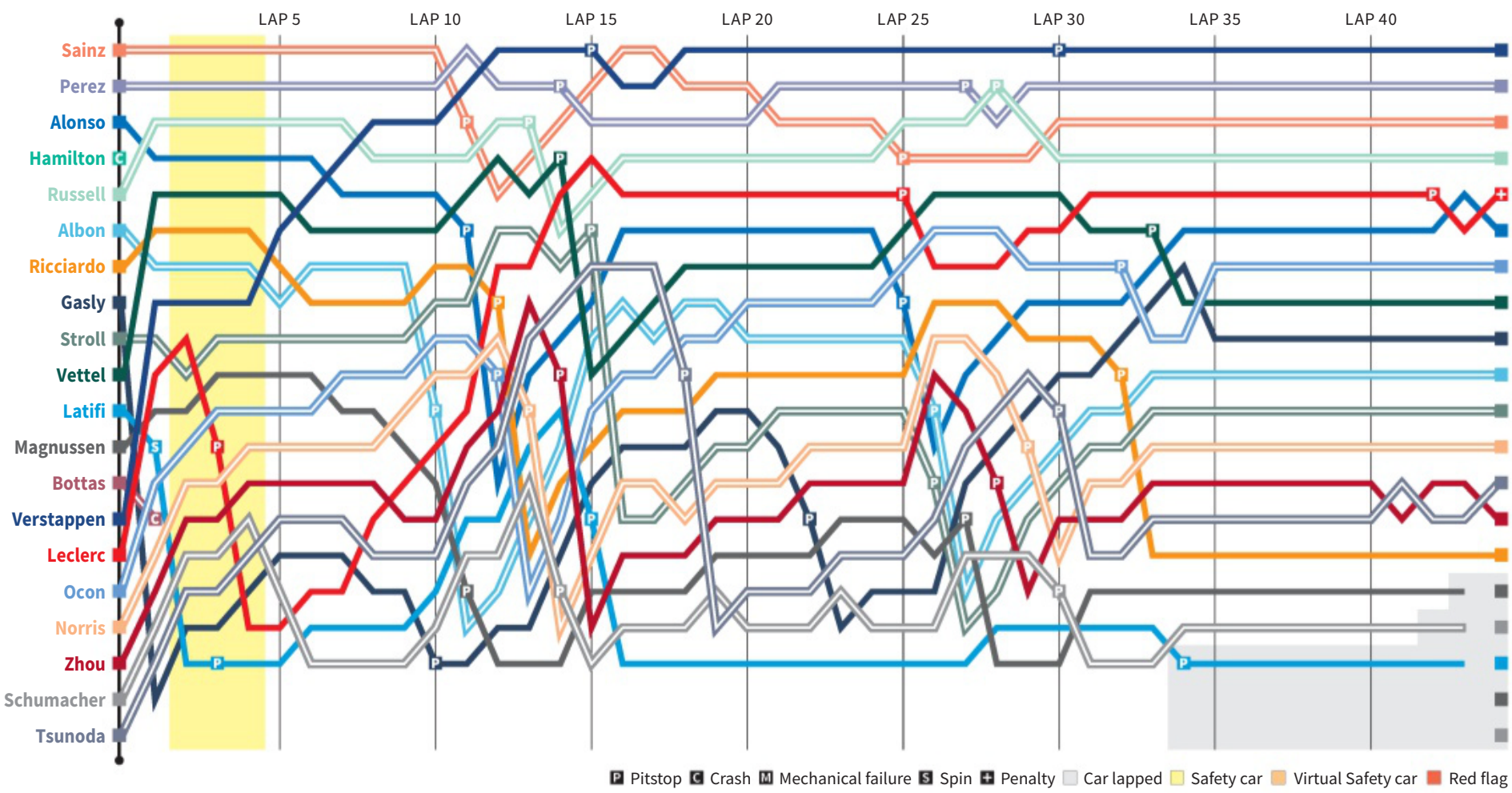
FP1
LIAM LAWSON replaced **GASLY** at Alpha Tauri

GRID PENALTIES
The following drivers received grid penalties for additional power unit elements used: **VERSTAPPEN, OCON, NORRIS, LECLERC, ZHOU, SCHUMACHER, BOTTAS. TSUNODA** Required to start from the pitlane, car modified while under parc ferme conditions

GASLY Started from pitlane due to an electrical problem

RACE PENALTIES
LECLERC Five-second penalty for speeding in the pitlane

LAP CHART What happened, when



OCON, GASLY SHINE BUT CAN'T MATCH STELLAR VERSTAPPEN

The sole maximum score from Spa reflects the reigning world champion's brilliance across a weekend that was also a highlight for F1's Frenchmen

MATT KEW

MERCEDES

LEWIS HAMILTON

Started **4th** — Result **R**

5 Hard to judge qualifying given Mercedes was so poor. While the stewards declared a first-lap racing incident, the onboards plainly show Hamilton didn't leave Alonso enough room on the inside, even if the Brit was sufficiently alongside by the letter of the law. A weekend to forget.

GEORGE RUSSELL

Started **5th** — Result **4th**

8 Was a contender for a nine to reflect finishing ahead of both quicker Alpines and a Ferrari as Mercedes endured a shocker. Dealt a difficult hand, but was three tenths adrift of Hamilton on Saturday to slip to an eight here. It was then another comparatively lonely race as Merc took a marked step back.

RED BULL

MAX VERSTAPPEN

Started **13th** — Result **1st**

10 Very easy to award this 10. The RB18 has a weight issue that hampers it in qualifying most at all. To top the session by 0.6 seconds, doing the heavy lifting in the twisty second sector, reflected a stunning lap. His rise from 13th was incredible, the tyre management brilliant, and not one mistake.

SERGIO PEREZ

Started **2nd** — Result **2nd**

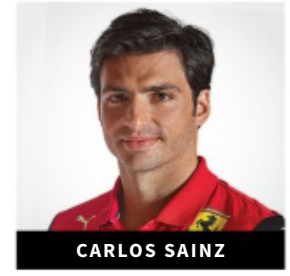
7 A seven only because he got nowhere near the maximum of the car, even if he satisfied expectations by beating both slower Ferraris. Score is hurt by lapping 0.8s slower than Verstappen in Q3 to allow Sainz to split the pair, damaging the floor after running wide and a poor launch.

FERRARI

CHARLES LECLERC

Started **14th** — Result **6th**

7 Oversteer out of Bus Stop chicane to stymy sole Q3 lap before it had even started played a part in running 0.256s adrift of Sainz. While the Ferrari wasn't a patch on the Red Bull and there was nothing he could do to avoid a visor tear-off or make up for Ferrari's late pitstop, still wasn't as effective as team-mate.



CARLOS SAINZ

Started **1st** — Result **3rd**

8 A nine was considered for how he bettered Leclerc overall. But we must settle for giving him an eight after notching a result that reflected the car's pace, but no more. Was messy in Q3 yet promoted to pole, and had no answer for the quicker Red Bulls in the race.

McLAREN

DANIEL RICCIARDO

Started **7th** — Result **15th**

4 Started nine places ahead of Norris, who underwhelmed. Yet was still classified three places behind because he was all-round slow once again. That's why, even without a major error, he's joint bottom. Also, running off at Turn 9 at the start of qualifying left him to play it somewhat safe in Q2.

LANDO NORRIS

Started **16th** – Result **12th**

6 In addition to expectedly besting Ricciardo in qualifying, Norris saved a set of tyres in Q3 by staying put in the garage for the climax as a grid drop loomed. But score suffers for not mounting the same kind of stellar recoveries in the race that were completed by Gasly and Ocon.

ALPINE

FERNANDO ALONSO

Started **3rd** — Result **5th**

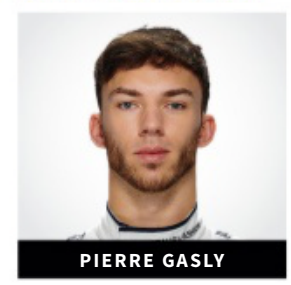
8 Didn't look as though he could have done much more to avoid first-lap contact with Hamilton at Les Combes. The tangle cost Alonso a place to Russell, but his drive thereafter was otherwise top drawer. Ocon having qualifying bragging rights does, however, deny a higher mark.

ESTEBAN OCON

Started **15th** — Result **7th**

9 Comfortably the best outing of a sound but unremarkable campaign. Faster than Alonso by a couple of tenths in Q3 and saved his tyres well for the GP. From a back-of-the-grid penalty, he diced beautifully plus enjoyed noticeably faster race pace than Alonso to bag decent points.

ALPHATAURI



PIERRE GASLY

Started **20th** — Result **9th**

9 Brilliant way to mark century of F1 races. Aboard the uninspiring AlphaTauri, threatened to make Q3 and annihilated Tsunoda. From an unfortunate pitlane start, initial stint was dogged by lack of grip. But mastery of medium tyres after a second stop helped return unlikely points.

YUKI TSUNODA

Started **19th** – Result **13th**

5 It's a harsh five but there was a big error and he finished well behind points-scoring team-mate. Before copping a grid penalty, was clear underperformer in qualifying. Was hurt by a slow pitstop but otherwise raced well. Still, not enough to entirely salvage his score.

ASTON MARTIN

Started **9th** — Result **8th**

8 First lap every bit the equal of Verstappen's as he gained five places, although this came after he missed Q2 by 0.002s after running very wide through La Source. Another Q1 exit costs a nine. But once he'd inherited seven places on the grid, he kept in touch with Ocon and passed Gasly late on.

Started **8th** — Result **11th**

7 An untidy lap was enough to progress into Q2, unlike team-mate. Grid penalties for others immediately put him on the cusp of points. First lap was super racy, putting Leclerc on the grass and firing dirt into Verstappen's face. Was latterly hurt by running hard tyres and getting stuck in a DRS train.

WILLIAMS

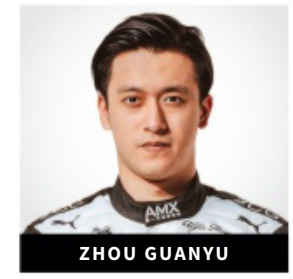
Started **10th** – Result **18th**

4 Made right Horlicks of La Source on final Q1 lap and never recovered the time to be knocked out when car was a serious Q2 contender. While he wasn't penalised (saving his mark) for incident that collected Bottas, there were options available that weren't running into gravel and spinning.

Started **6th** — Result **10th**

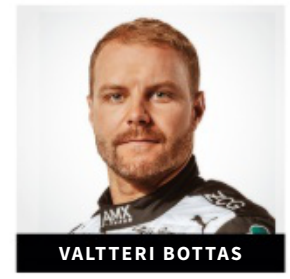
8 Eight is well deserved, because he made slippery Williams count on the straights and then made the car as wide as possible when it was slower through the corners to hold onto a point despite a poor first lap. Then there were his qualifying heroics as he maximised the FW44 in first sector to run ninth.

ALFA ROMEO



Started **17th** – Result **14th**

6 Six reflects solid but not stunning weekend. Gained handy tow from Bottas to comfortably progress into Q2, but then left plenty on the table with lock-up into La Source as cooler temperatures hurt the balance. After serving grid penalty, wound up only 4.5s outside the points thanks to Albon's DRS train.



Started **12th** — Result **R**

5 Without a 'back-of-the-grid penalty' but still with a drop to serve, was slowest by a mile to dedicate his qualifying to helping tow Zhou. Did react as quick as can be and put the Alfa on the grass in a bid to avoid Latifi on lap two. Despite this, was still punted into the gravel and retirement.

HAAS

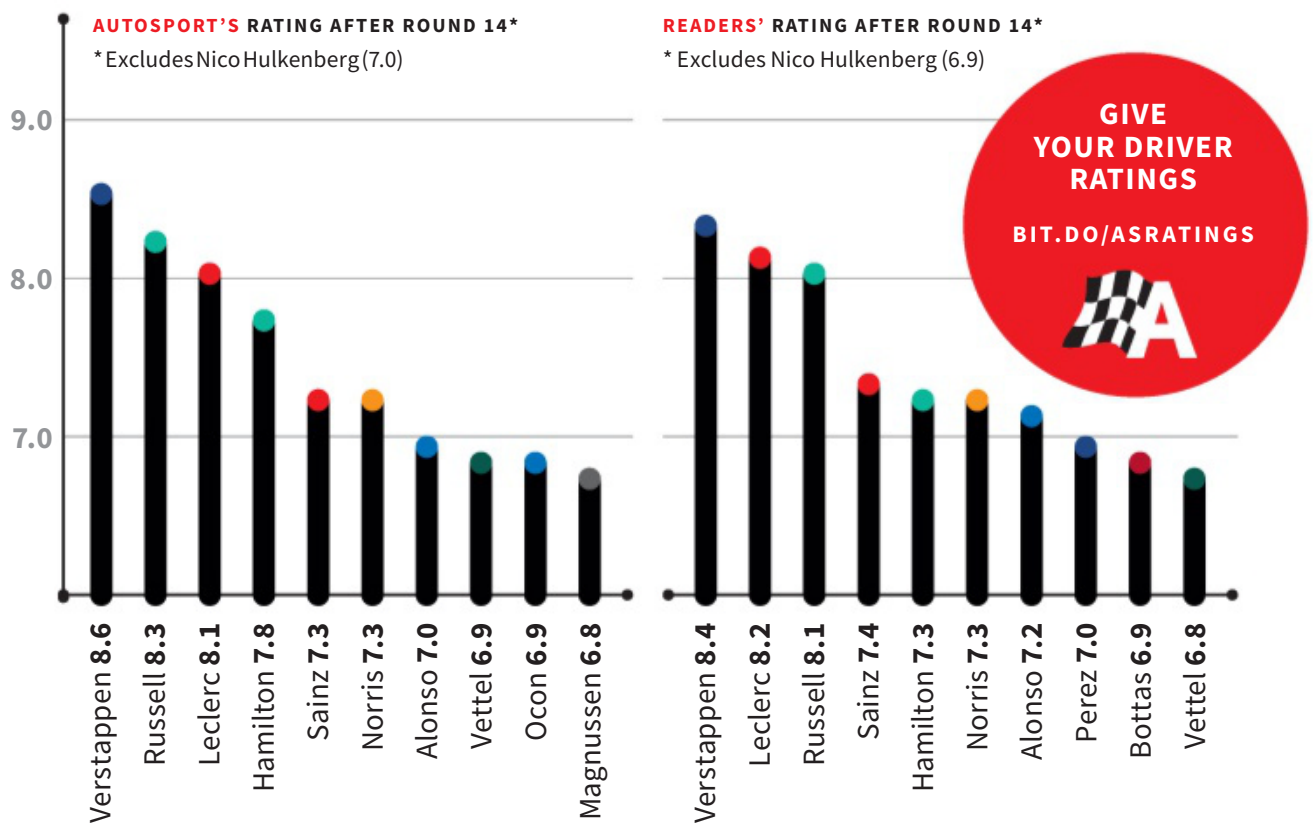
Started **11th** – Result **16th**

6 Ferrari engine and below-par Haas low-drag package combined to mean both Magnussen and Schumacher were on a hiding to nothing. The Dane didn't help his ultimately thankless task by squandering a genuine shot at Q2 thanks to a sloppy run through the Bus Stop chicane.

Started **18th** – Result **17th**

6 Everyone who finished behind the Haases was involved in a considerable shunt. Very little to split him from Magnussen as one did better on Saturday, the other on Sunday. Schumacher is flagged for running wide at La Source in Q2 and then sliding under power to ruin his lap.

TOP 10 AVERAGE RATINGS



Cammish leads Sutton in race two before the switcheroo was called

BTCC THRUXTON

Cammish stars – and aids Sutton's title push

The BTCC returnee had endured a tough 2022, but turned things around at Thruxton for a breakthrough win. Then he did the right thing for the Motorbase Ford team

MARCUS SIMMONS

PHOTOGRAPHY JEP motorsport IMAGES

When a competitor is described as "on fire", the usual meaning is metaphorical. Unfortunately, Dan Cammish was literally so on the first day of the 2022 British Touring Car Championship, when his car caught ablaze. And since then, his season had merely smouldered and almost blown out. But last weekend at Thruxton, Cammish and his Motorbase Performance-run, NAPA-liveried Ford Focus ST were unstoppable. The former nearly-man who'd become something of a nowhere man is now the man.

He was the man in a sporting sense too. Cammish's travails this year meant he arrived at Thruxton a lowly 12th in the points, with team-mate Ash Sutton embroiled in a four-way fight for the title. The Yorkshireman inched himself up to 11th with victory in the first race, then he gifted Sutton honours in the second to maximise the three-time champion's chances of a fourth crown. "When you need a team-mate, DanCam is the man for it," acknowledged a magnanimous Sutton in the immediate aftermath after leading a 1-2 for the Fords.

Such a performance was exactly what jovial Motorbase principal Pete Osborne had in mind when he signed Sutton and Cammish last winter in what was widely hailed as a NAPA superteam. The trouble is, the team had struggled to get consistency out of the Focus, with Sutton's neck-wringing approach perhaps better mitigating the shortfalls. But progress was made in the Snetterton test in July, before Sutton was the only challenger to the dominant BMWs at Knockhill. Every front-wheel-drive team struggled in the blistering heat of the Snetterton race weekend, but Sutton and Cammish had unlocked proper speed by the end of Sunday. That carried through to Thruxton.

Cammish claimed pole position, while Sutton was a tenth up after the first two sectors before pushing too hard at Church Corner and looping into a high-speed spin, leaving him to rely on his earlier effort for fourth on the grid. Cammish explained that,

Team player Cammish (left) shared the spoils with Sutton

following Motorbase's early-season problems with consistency in races, addressing this had become its main target, but perhaps the team had drifted away from a strong qualifying set-up. "We spent Snetterton and Knockhill focusing on 'do we have the race car?'," he mused. "I think at Snetterton we really turned a corner, but it wasn't obvious unless you really looked into it.

"We came here and focused on it again. The changes on the Honda [which Cammish raced from 2018-20] were minor from qualifying to race, whereas here they're more profound." Cammish admitted to being "spooked" in free practice at Thruxton, in which the Fords were buried in the midfield, but tweaks were made for qualifying: "We sat there thinking, 'Is this what we need?', and it turned out it was. My first flying lap was 1.5 seconds quicker than anything else I'd done all day! James [Mundy, for whom this was a first BTCC pole as an engineer] got it spot-on."

Sutton, meanwhile, was philosophical about his error. After all, he was armed with just 4.5s of hybrid boost to the full whack of 15s for Cammish, so knew he would struggle in the final sector's long blast up to the chicane. "I tried to carry a bit more speed through and lost the rear," he explained. "If I'd finished the lap [without spinning], I don't know where it would have put me.

"Sutton was philosophical. 'I tried to carry a bit more speed through and lost the rear'"

Dan's been a bit stronger than me in the last part of the lap with his hybrid allocation."

That grid position forced Sutton into full elbows-out mode on the opening lap of the first race. While Cammish sailed serenely to a 2.419s advantage by the time they got back to the start/finish line, it was bedlam behind him. Josh Cook and BTC Racing had returned to form on the West Countryman's local circuit, and his Honda Civic Type R lined up on the front row. From third on the grid, Jake Hill got his West Surrey Racing BMW 330e M Sport away more swiftly, but hey, no matter: the rear-wheel-drive car takes longer to switch on its tyres and Cook is a master of sweeping around the outside into the Complex, which he attempted to do...

But then steaming down the inside came Sutton. It was an audacious move, and it pincered Hill in the middle. The Ford gave the BMW a tap into the Campbell right-hander, and this in turn bumped the black machine into Cook, who survived a lurid slide to barge down the inside of Sutton into the following left turn at Cobb. Cook was »

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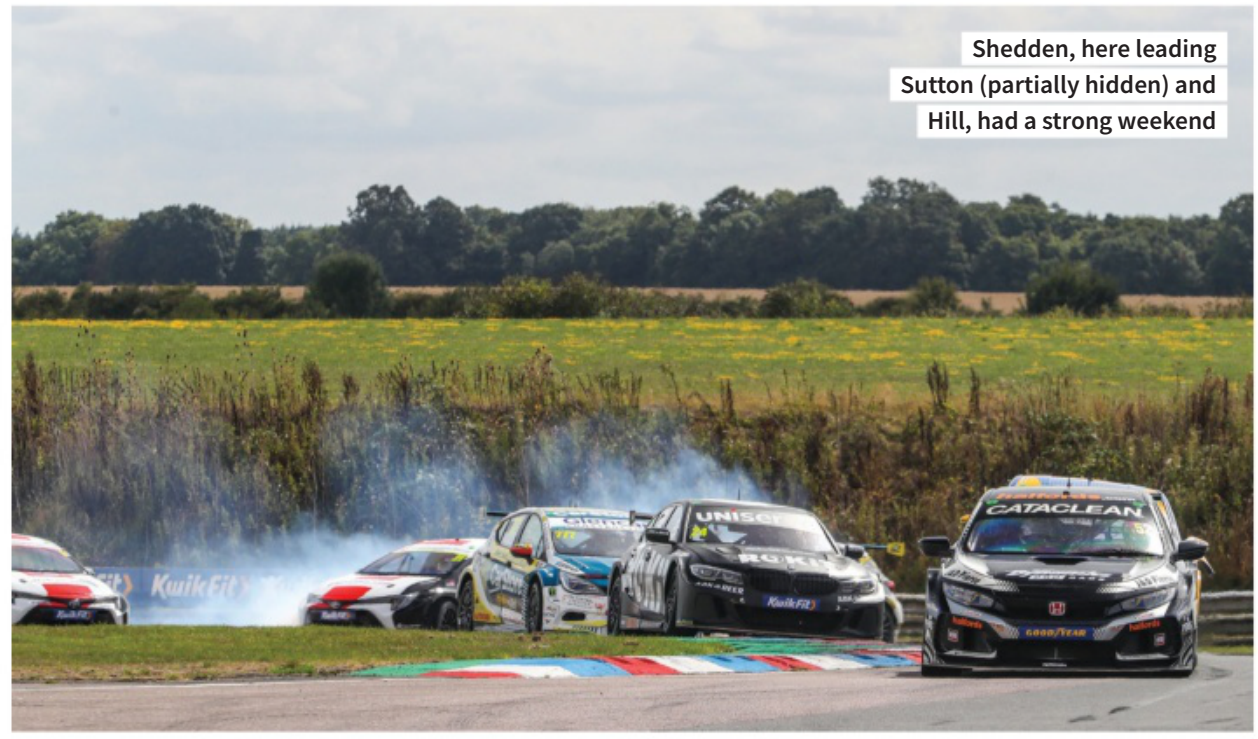
in front into the right at Segrave, but Sutton had enough of an overlap on the inside, and contact sent the Honda slewing into a half-spin and down to 18th position at the end of the opening lap. Opinions on who was at fault differed somewhat (see page 8).

Sutton's lost momentum allowed Gordon Shedden to sweep bravely around the outside of him in the super-fast left-hander at Noble, and the Scot could scarcely believe his luck. In his second season back in the Dynamics Honda camp, Shedden's pattern has generally been things going awry in qualifying before good race performances – "The number of dramas we've had on Saturdays that have scuppered our chances" – so when he qualified fifth at Thruxton he looked something of a dark horse.

Could he catch Cammish? Possibly, but that 2.4s deficit at the end of lap one had only been trimmed to 1.050s at the finish. "You've just got to keep going as best you can and see how the tyre situation develops," pointed out the three-time champion. "To get to him we'd have really jeopardised the tyre." Shedden in turn had Sutton behind him, but the aero wash was hampering the Ford and, besides, the Honda is so strong in high-speed corners that Sutton didn't have an opportunity to make a proper move.

Up front was the man Shedden replaced at Dynamics, and for Cammish this weekend was really one of redemption. "I've driven it as fast as I need to win," he beamed. "I've not had to hang it out. I had such a lead that if they were going to catch me, they were only going to catch me slowly. I feel like we've really turned a corner in my car and my understanding of the engineering side. At the Snetterton test we found something, and it's given me the feeling I need to get the best out of myself. There's been doubt at times, but the team have stood by me. I feel I'm in a better place, and that this season has been a blip after a few years of a lot of success and we've come through it now."



Shedden, here leading Sutton (partially hidden) and Hill, had a strong weekend

Certainly, the warm, cosy feeling at Motorbase will have only increased following Cammish's actions in the second race. Sutton was on the blower to the team to ask whether Cammish would move over, and was told that he had to extend a 1.2s advantage over the chasing Shedden to minimise any risk. Once he'd done that, the leading Ford pulled over on the exit of Allard at the beginning of the penultimate lap to let the reigning champion past. "The team made the call and he did the team-mate thing," nodded Sutton. "I don't think one beer will cut it..."

Shedden fell away – "We had probably a better pace than Ash for the first half of the race, but at no point could I use it, and then you just the root the tyre" – but he at least held off Hill for third. The MB Motorsport-backed BMW man was superb at Thruxton, and his third place in qualifying came in a session with no other rear-wheel-drive contenders in the top 13, and championship-leading team-mate Colin Turkington 15th. "The track was evolving in a strange way," chirped Hill. "The car was massively oversteering – and not in a nice, Capri »

BTCC ROOKIE IS LOOKING QUITE HANDY

Amid a hectic BTCC silly season, Ash Hand's graduation with a minnow team seven years after his narrow defeat to Ash Sutton in the 2015 Clio Cup UK caused only a few minor ripples. But Hand, who in between times claimed the GT4 crown in the 2019 British GT Championship, has been looking ever-stronger at the wheel of his Power Maxed Racing Vauxhall Astra.

At Thruxton he qualified the venerable machine sixth, and impressively raced to fifth position in the opening race as he bids to build himself a BTCC career. Hand has a five-year deal with his sponsor, used-car emporium CarStore, and "the plan is to be winning the championship in years two or three. We know we've got to progress but, the way this season is starting to shape up, going into next year we'll be right there."

Hand scraps it out with Collard and Rowbottom

Hand said he'd "adapted my driving style a little bit" and credited customer TOCA engine supplier M-Sport with getting more out of its powerplant. And he was doubly happy with his breakthrough fifth-place finish because "we had a cracked manifold and a head gasket gone, so we were running at 130 degrees. To manage that, we're doing a good job."

Potentially that was behind the 28-year-old's exit from race two with engine problems while running sixth, and Hand, who is being advised by former Clio king Phil Glew, then got involved in a hairy incident at Church Corner with Adam Morgan in the final race. Perhaps the diamond needs polishing, but he'd shown pace on a weekend where team-mate Michael Crees also stepped up with 8-9-8 finishes. "You can do so much with a touring car," added Hand. "There's a lot of knowledge to take on board but I'm really enjoying it. How can you not when you're getting to the sharp end?"

Cook made beautiful move on Jelley for lead

fashion! And we had no traction. We went back to where we were in FP1 plus a little bit more. We're very pleased with the position."

Hill's pair of fourth places in the opening two races left him just 10 points adrift of the tied-at-the-top Sutton and Turkington. But the Northern Irish four-time champion got the luck of the draw for the reversed-grid finale and re-established his advantage with a solid second place, while Hill was run wide onto the grass on the opening lap when side by side with Michael Crees and laboured his way from there to 12th.

It was a typical Turkington recovery such as we've seen so many times before. He was twice off the road and onto the grass at the Complex in qualifying. "The session just unravelled," he sighed. "We were slightly out of balance in qualifying trim – we just weren't producing the grip."

Turkington progressed to 10th in race one, and repeated that in the sequel after losing positions on the opening lap when he had to lift off to back out of a move. Luckily for him, he was drawn on the reversed-grid front row with team-mate Stephen Jelley on pole. Once the brilliant Cook had dispatched the BMWs in the early stages, Jelley allowed Turkington to breeze past him into second place up Woodham Hill on lap three. More teamwork. "In race three we made a lot of big changes and turned the performance of the car around on speed, balance and lap times," said a much happier Turkington. "Every point is crucial. Stephen and I work together in qualifying in terms of slipstreaming each other. You give a favour, you get one back."

"I've never driven a car that was spectacular all the way through a race like this was"

Cook's performance was exquisite in extending his all-time Thruxton BTCC wins record to 10. Arguably, without the Sutton clash in race one, it should have happened earlier in the day. Following his dismal recent run with straightline speed problems, Cook argued that, despite its high-speed nature, Thruxton somewhat masks the deficit. "It's about keeping it flowing, and that's where the car's really good," he explained.

A recovery to 13th place in race one preceded a rise to eighth in race two for Cook, who started fourth on the grid for the finale. He got up to third straight away, used the front-end grip of the Honda to get a cutback out of Goodwood to sweep past Turkington at Village for second, and then surged past Jelley under braking into the chicane at the end of the second lap. From there he was gone. "The car was on another level," smiled Cook. "You drive a lot of cars that are good for a short period or even two thirds of a race, but I've never driven a car that's spectacular all the way through like this was. It was just unbelievable. I didn't have a lot of tyre degradation, the balance was beautiful, and I got the tyres switched on quickly."

Another of the BTCC's leading quintet of 2022, Tom Ingram, also had a fightback on his hands. At a circuit where he usually excels, his Excelr8 Motorsport Hyundai i30 N topped free practice, but he couldn't get near that time in qualifying. "I'm bitterly disappointed," he grimaced. "We just had a complete balance shift. It was immensely difficult to drive." After a "precautionary" engine change, Ingram rose to ninth in race one, then sixth in the second encounter. "It's doing everything I'd like it to now, just in the wrong places," he quipped. Ingram got as high as fourth in the finale, before a bump with Dan Rowbottom at the chicane knocked him back. With a gearshift problem, he lost out in a battle for sixth with the Dynamics Honda.

Up to fifth, from 11th on the grid, came the redoubtable Sutton. He finished right on the tail of Rory Butcher, who once again put in a good Sunday's work in his Speedworks Motorsport Toyota Corolla to score 6-5-4 finishes after a below-par qualifying. Cammish? He was 10th, complaining of understeer in the aero wash, team manager Oly Collins quipping: "It's the first time he's had to follow someone all weekend!" But what a burden he's lifted from his shoulders.

Veteran Plato and rookie Gamble were in the wars

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RESULTS ROUND 8/10, THRUXTON (GBR), 28 AUGUST RACE 1 (16 LAPS – 37.696 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	**Dan Cammish** (GBR)	Motorbase Performance / Ford Focus ST	20m42.490s
2	**Gordon Shedden** (GBR)	Team Dynamics / Honda Civic Type R	+1.050s
3	**Ash Sutton** (GBR)	Motorbase Performance / Ford Focus ST	+1.684s
4	**Jake Hill** (GBR)	West Surrey Racing / BMW 330e M Sport	+5.136s
5	**Ash Hand** (GBR)	Power Maxed Racing / Vauxhall Astra	+10.109s
6	**Rory Butcher** (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+13.243s
7	**Dan Rowbottom** (GBR)	Team Dynamics / Honda Civic Type R	+13.915s
8	**Michael Crees** (GBR)	Power Maxed Racing / Vauxhall Astra	+14.240s
9	**Tom Ingram** (GBR)	Excelr8 Motorsport / Hyundai i30 N	+16.047s
10	**Colin Turkington** (GBR)	West Surrey Racing / BMW 330e M Sport	+16.650s
11	**Stephen Jelley** (GBR)	West Surrey Racing / BMW 330e M Sport	+18.976s
12	**Adam Morgan** (GBR)	Ciceley Motorsport / BMW 330e M Sport	+19.292s
13	**Josh Cook** (GBR)	BTC Racing / Honda Civic Type R	+19.685s
14	**Jason Plato** (GBR)	BTC Racing / Honda Civic Type R	+20.331s
15	**Bobby Thompson** (GBR)	Team Hard / Cupra Leon	+21.643s
16	**Aiden Moffat** (GBR)	Laser Tools Racing / Infiniti Q50	+28.871s
17	**Dan Lloyd** (GBR)	Excelr8 Motorsport / Hyundai i30 N	+29.006s
18	**Ollie Jackson** (GBR)	Motorbase Performance / Ford Focus ST	+33.268s
19	**Aron Taylor-Smith** (IRL)	Team Hard / Cupra Leon	+35.742s
20	**Jack Butel** (GBR)	Excelr8 Motorsport / Hyundai i30 N	+35.861s
21	**Dexter Patterson** (GBR)	Laser Tools Racing / Infiniti Q50	+36.000s
22	**Ricky Collard** (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+36.460s
23	**Sam Osborne** (GBR)	Motorbase Performance / Ford Focus ST	+37.061s
24	**Tom Oliphant** (GBR)	Team Hard / Cupra Leon	+42.263s
25	**Jade Edwards** (GBR)	BTC Racing / Honda Civic Type R	+44.279s
26	**Nicolas Hamilton** (GBR)	Team Hard / Cupra Leon	+48.598s
27	**Rick Parfitt** (GBR)	Team Hard / Infiniti Q50	+49.027s
28	**Tom Chilton** (GBR)	Excelr8 Motorsport / Hyundai i30 N	-1 lap
R	**George Gamble** (GBR)	Ciceley Motorsport / BMW 330e M Sport	4 laps-suspension

Winner's average speed 109.22mph. **Fastest lap** **Shedden** 1m16.609s, 110.71mph.

QUALIFYING

1 Cammish 1m15.303s; 2 **Cook** 1m15.320s; 3 **Hill** 1m15.613s; 4 **Sutton** 1m15.614s; 5 **Shedden** 1m15.685s; 6 **Hand** 1m15.975s; 7 **Crees** 1m16.038s; 8 **Rowbottom** 1m16.055s; 9 **Chilton** 1m16.068s; 10 **Collard** 1m16.112s; 11 **Plato** 1m16.112s; 12 **Butcher** 1m16.113s; 13 **Ingram** 1m16.121s; 14 **Morgan** 1m16.127s; 15 **Turkington** 1m16.167s; 16 **Jelley** 1m16.171s; 17 **Gamble** 1m16.253s; 18 **Moffat** 1m16.335s; 19 **Edwards** 1m16.444s; 20 **Lloyd** 1m16.574s; 21 **Butel** 1m16.626s; 22 **Patterson** 1m16.775s; 23 **Thompson** 1m16.801s; 24 **Jackson** 1m16.917s; 25 **Osborne** 1m16.923s; 26 **Taylor-Smith** 1m16.982s; 27 **Parfitt** 1m17.956s; 28 **Hamilton** 1m18.423s; 29 **Oliphant** no time.

Turkington's smile returned at end of day

Butcher battled Toyota up the order in style

GRID RACE 2 Decided by result of Race 1.

RACE 2 (14 LAPS – 32.984 MILES)
1 Sutton 18m10.671s; 2 **Cammish** +1.283s; 3 **Shedden** +2.215s; 4 **Hill** +2.894s; 5 **Butcher** +4.310s; 6 **Ingram** +7.501s; 7 **Rowbottom** +7.774s; 8 **Cook** +10.067s; 9 **Crees** +10.398s; 10 **Turkington** +11.071s; 11 **Jelley** +13.923s; 12 **Thompson** +15.778s; 13 **Lloyd** +15.910s; 14 **Morgan** +16.751s; 15 **Collard** +22.427s; 16 **Moffat** +23.997s; 17 **Jackson** +24.929s; 18 **Plato** +26.199s; 19 **Gamble** +27.553s; 20 **Osborne** +28.722s; 21 **Butel** +28.914s; 22 **Chilton** +29.445s; 23 **Edwards** +30.041s; 24 **Oliphant** +37.369s; 25 **Taylor-Smith** +1m17.514s; 26 **Parfitt** +1m17.576s; R **Hamilton** 12 laps-lost drive; R **Hand** 6 laps-engine; R **Patterson** 5 laps-accident damage.
Winner's average speed 108.87mph.
Fastest lap **Sutton** 1m16.693s, 110.59mph.

GRID RACE 3 Decided by result of Race 2, with top 11 reversed.

RACE 3 (14 LAPS – 32.984 MILES)
1 Cook 18m07.311s; 2 **Turkington** +2.682s; 3 **Jelley** +4.844s; 4 **Butcher** +6.043s; 5 **Sutton** +7.854s; 6 **Rowbottom** +8.179s; 7 **Ingram** +10.813s; 8 **Crees** +11.035s; 9 **Shedden** +12.034s; 10 **Cammish** +12.766s; 11 **Lloyd** +13.957s; 12 **Hill** +14.197s; 13 **Collard** +14.660s; 14 **Jackson** +21.752s; 15 **Butel** +23.879s; 16 **Chilton** +24.872s; 17 **Hand** +27.776s; 18 **Taylor-Smith** +28.755s; 19 **Patterson** +30.877s; 20 **Oliphant** +30.993s; 21 **Edwards** +31.554s; 22 **Parfitt** +48.937s; 23 **Thompson** -1 lap; R **Morgan** 13 laps; R **Plato** 8 laps-suspension; R **Moffat** 7 laps-accident damage; R **Hamilton** 6 laps-misfire; R **Gamble** 2 laps-accident damage; R **Osborne** 1 lap-accident.
Winner's average speed 109.20mph.
Fastest lap **Cook** 1m16.529s, 110.82mph.

CHAMPIONSHIP

1 Turkington 311; 2 **Sutton** 305; 3 **Ingram** 293; 4 **Hill** 288; 5 **Cook** 243; 6 **Butcher** 218; 7 **Shedden** 209; 8 **Cammish** 155; 9 **Jelley** 155; 10 **Lloyd** 152.

NEXT EVENT

SILVERSTONE 29 SEPTEMBER ISSUE
The National circuit isn't a drivers' favourite, but the racing is always epic and the points are ultra-close.

SILVERSTONE CLASSIC

Something for all under the sun

From a 1924 Bentley to a brand-new Ginetta G56 GT4, an unprecedented spectrum of cars and some cracking racing coloured a gloriously sunny Silverstone Classic

MARCUS PYE

PHOTOGRAPHY **JEP/CLASSIC SILVERSTONE**

Cars spanning 98 years, across 20 races, and fine Porsche 956/962 demos, characterised the 2022 Classic, but last Saturday's sensational opening Historic Formula Junior tour and Sunday's epic Pre-'66 Touring Car curtain-closer starred. Both will linger in the memories of spectators and petrolheads watching live streaming around the world.

Having lost his mother Julia to cancer in May, factory McLaren GT racer Michael O'Brien set out to fulfil her wish for him to win both Junior races at Silverstone in the SpeedSport Brabham. All looked lost on Saturday when an electrical glitch left it 15mph down on the Hangar Straight and Cam Jackson tore ahead in Peter Arundell's 1962 Monaco-winning Lotus 22. By maximising his steed's corner speeds brilliantly – but principally by reading lapped traffic better than rivals – O'Brien snatched an unlikely victory from Howden Ganley's protege Horatio Fitz-Simon at the final corner. American Tim de Silva was third, his first podium appearance of the event, while a misfire suppressed Jackson to fourth. "I never stopped believing," said O'Brien, who wept in father Mike's arms as the enormity of the team's achievement sank in.

Overnight work and a systems check at the local Turweston airfield sorted O'Brien's power deficit and he hurtled to victory on Sunday, clear of 13-time winner Sam Wilson (whose Gerard Racing Cooper broke a drop gear on Saturday) and Alex Ames's oversteery ex-Mike Hailwood Brabham. Just 0.369 seconds covered Wilson, Ames and de Silva in fourth. Ray Mallock (U2) aced front-engined runners, but Nic Carlton Smith (Kieft) lost his unbeaten class record after a tangle at Brooklands sent Anthony Binnington's Cooper T67 flying.

March's 782 redefined F2 in 1978, and 44 years on Andy Smith's Historic F2 pole time in Richard Evans's ex-Eddie Cheever Project 4 BMW-engined example would have qualified him fourth in the F1 field. Smith was away on Saturday when a front wheelbearing collapsed, legacy of frazzled brakes after the rears disappeared.

Williams-Tyrrell-McLaren is the order as Cantillon heads for Frank Williams Trophy success

O'Brien took an emotional double in Formula Junior despite electrical issue

Mitchell secured an F2 brace with fine showing driving rare Martini

Bradshaw's Chevron topped the impressive Masters Sports Car Legends

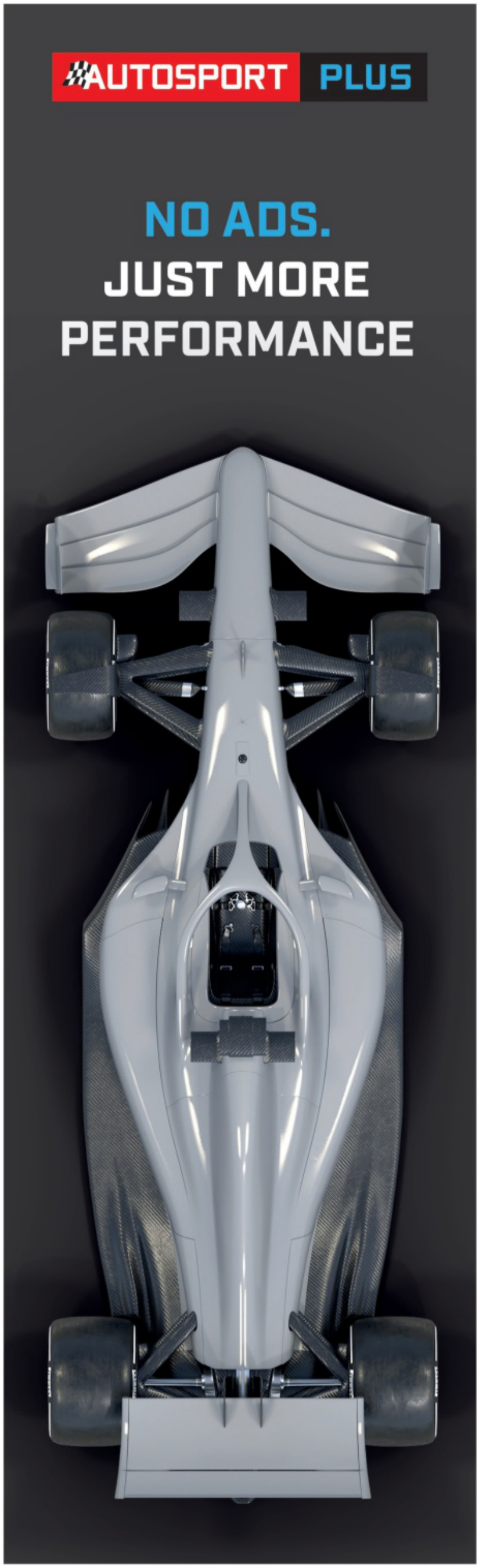
Ben Mitchell in Matthew Watts's ex-Xavier Lapeyre Martini MK19 benefited, having passed Watts's BMW Junior Team 782 at Luffield for a Retro Track & Air 1-2. David Shaw (782) was third from Marc Mercer, debuting the ex-Bill Gowdy Ralt RT1, who staved off its previous owner Martin Wood (782) and Clive Wood (Chevron B29).

Watts led briefly from Sunday's start, but Mitchell was in charge when his team chief's engine failed. Greg Caton took over Shaw's March and, with Tim de Silva (Fred Opert Racing Chevron B35, whose throttle cable snapped on Saturday's warm-up lap), stormed from the back to join Mitchell on the podium. Chris Porritt (Chevron B29) repeated in FAtlantic and Jeremy Caine (ex-Frank Williams team March 712) topped the 1600cc F2 set after Saturday winner Nick Pancisi parked his ex-Ronnie Peterson version.

Driving his ex-Carlos Reutemann Williams FW07C, Michael Cantillon was overjoyed to win both Frank Williams Memorial Trophy races for Cosworth DFV-powered F1 cars, Sunday's from sixth on the partially reversed grid. Steve Hartley (ex-John Watson McLaren MP4/1) matched his pace on Saturday, but 'Tyrrell twins' Jamie Constable and impressive American Ken Tyrrell (unrelated to the marque founder) in their 011s chased him home in the sequel. Steve Brooks (Lotus 91), Hartley and Christophe d'Ansembourg (Williams FW07C) spun from the mix.

Will Nuthall doubled up in HGPCA for the first time, having won the Saturday race thrice previously in Giorgio Marchi's Cooper T53. Michael Gans (ex-Bruce McLaren Tasman Cooper T79) and Rudi Friedrichs (T53) chased him home both days. Gans led initially on Sunday, then ratcheted up the pressure until a tailender baulked him at Luffield.

Newcomer Tim Child finished a promising fourth on Sunday in his Scuderia Veloce Brabham BT3/4, getting the better of Andy Middlehurst (1500cc Team Lotus 25 V8) and Andrew Beaumont (Lotus 18). Scarab-mounted Andrew Haddon claimed front-engined honours, but Saturday's closest rival Tony Wood did well to arrest the TecMec when its left-front suspension collapsed entering »



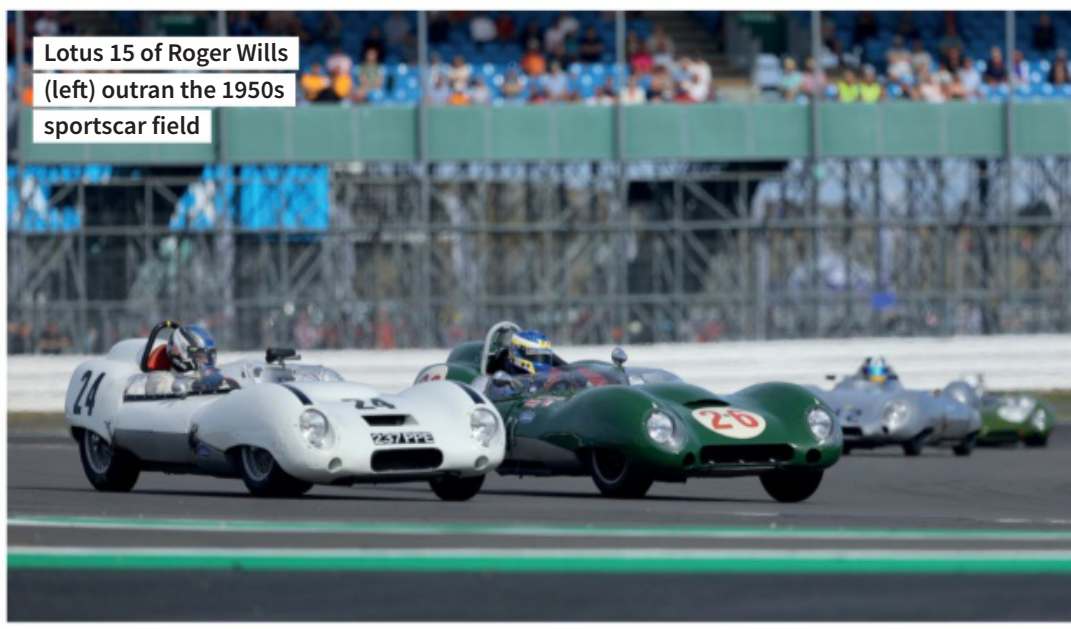
RS500 chaos begins, helping Middlehurst's Skyline to victory

the Becketts sweepers on Sunday.

Proud Lancastrian Tom Bradshaw evoked the spirit of Red Rose Racing as he screamed Road & Race Restorations' Chevron B19 clear from pole in Saturday evening's Masters Sports Car Legends race. Portugal's Diogo Ferrao (BIP Lola T292) couldn't keep Alex Brundle (Lola T70 Mk3B) behind, but fended off Jonathan Mitchell until the last-named's Chevron B19 crashed out, triggering a safety car and a rush for the Wing pitlane. Steve Brooks (T70) and Nick Padmore (Chevron B21) led the second group, joined by Dean Forward on a mighty charge from the back of the grid in Jamie Thwaites's T70 that netted the Bremont Moment of the Event watch prize.

When Bradshaw's FVC engine started smoking officials became animated, but the problem mysteriously cured itself. After the stops Bradshaw led Brundle, but prospects of a 1-2 for the Formula Palmer Audi alumni faded when Brundle's Chevrolet V8 started blowing out oil. He pitted, leaving Goncalo Gomes second in the Chevron B23 started by James Claridge, with Simon Hadfield charging him down in Chris Beighton's T70. Bradshaw had another fright when his left-front tyre punctured at Becketts on the final lap, but limped to the chequer, grateful for a plump cushion.

Racing a chain-gang Frazer Nash for the first time, Gregor Fisken became the third person — after Martin Stretton and Californian Fred Wakeman — to partner Patrick Blakeney-Edwards to the Classic's Pre-War Sportscar victory. "It was a wonderful experience, a ton of fun, but I was surprised at how physical it was," said the Le Mans veteran, "but I kept Rudi Friedrichs in sight before Patrick took over." PBE was too quick for the German and his fast 4.3-litre Alvis Firefly as he claimed his fourth BRDC 500 victory. Chairman



Lotus 15 of Roger Wills (left) outran the 1950s sportscar field

“The Sierra RS500 challenge was decimated as the big field stampeded into Abbey”

John Grant presented the huge trophy.

Gareth Burnett, another quadruple victor, stopped John Ruston’s Alta — overgeared with a diff borrowed from Ed Bradley — on Hangar Straight on the opening lap to investigate handling issues and remove a thin shive of floor dislodged by the vibration. Having discovered a broken left-rear-suspension mounting plate, he continued in gung-ho style to complete the podium.

Calum Lockie anchored Ross Keeling’s Delahaye to fourth, ahead of Clive Morley’s Bentley and Michael Birch’s Talbot AV105. Birch endured a first-lap spin at Village but recovered to sixth. The ex-Richard Seaman/Dudley Folland Aston Martin ‘Red Dragon’, driven spiritedly by Alan Middleton, made it seven marques in the top seven from an entertainingly eclectic field.

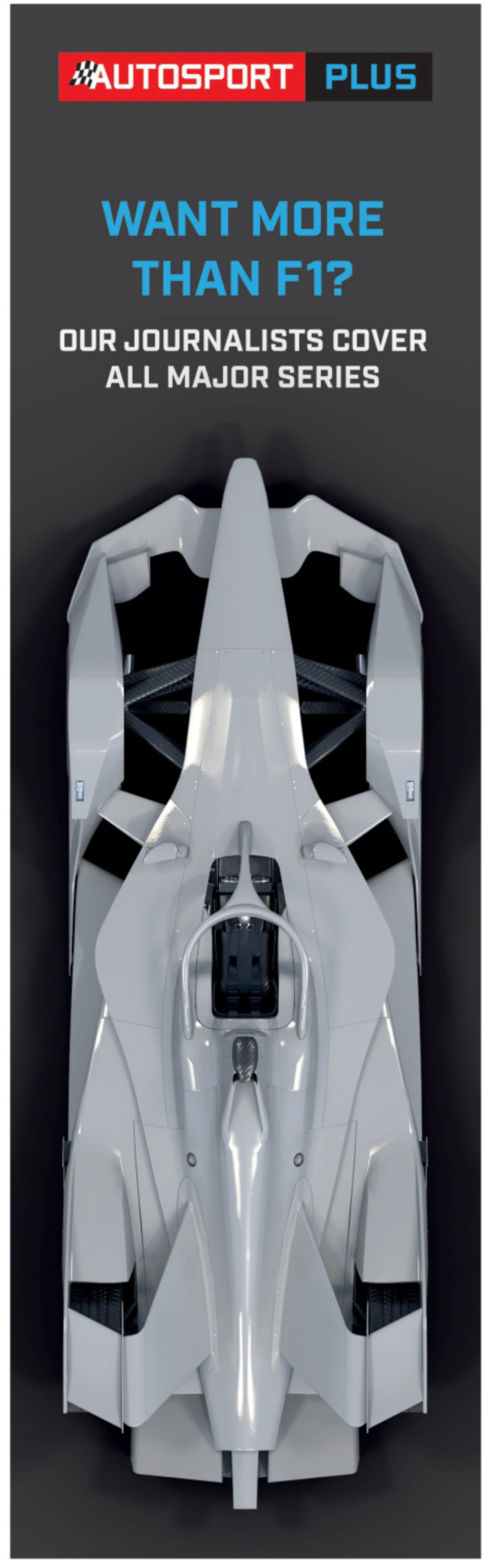
The Historic Touring Cars Challenge for the Tony Dron Memorial Trophy looked set to be a podium clean sweep for Nissan Skylines until Ric Wood’s throttle linkage came apart while duelling for supremacy with Andy Middlehurst. Alex Brundle, finishing Gary Pearson’s Ford Capri-GAA, negotiated traffic better than Simon Garrad at Luffield to grab second, only to be repassed by the Nissan.

The Sierra RS500 challenge was decimated as the big field stampeded into Abbey. The pinball effect was started by contact between second qualifier Julian Thomas (ex-Guy Edwards Kaliber) and the faster-starting David Tomlin. Both spun, then Tomlin cannoned into Sean Brown’s door. Poor Paul Mensley’s shell was damaged by further impact with Thomas, while Martin Stretton’s newly built CNC Cossie was delayed.

Brown and son Daniel recovered superbly to fourth, ahead of rallycross veteran Mike Manning, enjoying his major race debut in an ex-Mark Wright RS500, and James Brodie, racing father Dave’s strikingly liveried version for the first time in 15 years.

The Group 1 class thriller boiled down to a fight between Marcus Jewell/Ben Clucas (Ford Capri), Jim Morris/Tom Shephard (VW Golf GTI) and James Thorpe/Michael McInerney (Chevrolet Camaro). Despite an extra stop the grunty V8 repassed the Golf, previously embroiled with its Scirocco team-mate of Cameron Evans/Mat Jackson, but the Capri was beyond reach. Andrew and Max Banks (Alfa Romeo GTA) prevailed in the U2TC set.

Thomas’s day improved markedly when he and Lockie »



thundered the VBOX Shelby American Cobra Daytona coupe evocation to a narrow International Trophy Pre-'66 GT victory over James Dodd (Jaguar E-type). John Davison qualified his TVR Griffith second and led the first lap. He finished third, having claimed the scalps of Mike Whitaker and Ollie Hancock/John Spiers in sister cars. Best of the twin-cams was Andrew Haddon's Lotus Elan from the Ginetta G4R of Mark Halstead/Dan Eagling.

The American V8-packed Transatlantic Trophy finale was a stunner. Again it culminated in a well-judged victory for Thomas/Lockie, who asserted the former's lighter Ford Falcon Sprint over a gaggle of Mustangs piloted by the likes of Steve Soper (with Henry Mann) and BMW's triple World Touring Car champion Andy Priaulx, sharing Alex Taylor's example.

James Thorpe/Phil Quaife emerged as primary threats to Thomas/Lockie, but Lockie passed Quaife at Luffield two tours from home. Phil Keen bustled Michael McInerney's Mustang up to rob Taylor of third on the last lap. Ben Clucas (finishing Marcus Jewell's Cortina Lotus) ambushed Neil Brown in Richard Dutton's to be top 1600cc finisher in seventh. Ex-BTCC racer Jeff Smith barely had time to draw breath in winning the baby class, his Mini constantly close to being swatted by Americana and Cortinas.

The younger Stirling Moss Trophy cars naturally prevailed in MRL's Pre-'61 Sports Car field, whose race resumed — rather than was restarted — following a very unfortunate incident. Several cars (including Michael Gans's ex-Roy Pierpoint Lotus 15) had already fallen when the safety car was deployed, whereupon four were damaged through heavy contact as they caught the crocodile approaching Copse on lap four.

After the hiatus, Chris Ward (Lister-Jaguar) made the running, chased by James Cottingham (Tojeiro-Jaguar), but Kiwi Roger Wills jinked his ex-Bruce McLaren Lotus 15 past before the stops. Cottingham relayed Harvey Stanley but, after Andy Willis gave Stephan Jobstl his Lotus 15, Wills retook the lead, clear of Stanley, who was reeled in by Sam Hancock in John Spiers's Lister-Jag. After a light touch at The Loop, Hancock grabbed second onto the Wellington Straight on the final lap. Despite a penalty for stopping before the revised window, Mark Cole (Lotus 11) was fifth.

The RAC Woodcote Trophy Pre-'56 battle was sensational. Previous winner Fred Wakeman pitted his Cooper-Jaguar T38 before the window opened, thus left Pat Blakeney-Edwards too much to do to catch 2021 victors Gregor Fisken/Martin Stretton (in Jonathan Turner's HWM-Jaguar this time) and John and Gary Pearson's short-nosed Jaguar D-type. Gary whittled the deficit to Stretton back but came up 0.184s short, both having just set their cars' best laps. "How many years have we been doing this?"

Jaguar E-type pairing Cottingham and Stanley finally bagged TT gold

"We used to call Martin the Schumacher of Historics, he's more like the Vettel now!"

questioned Gary after big hugs. "We used to call Martin the Michael Schumacher of Historics — he's more the Sebastian Vettel now!"

"We've been trying to win this race for 10 years," beamed James Cottingham having watched Harvey Stanley complete the RAC Tourist Trophy odyssey in DK Engineering's Huffaker Jaguar E-type roadster. After the Pearsons fell on lap one, Oli Webb chased Cottingham in Guy Ziser's FHC. Despite only having fourth gear, the owner kept second from Richard Cook, debuting his Towcester Rugby Club Shelby Cobra, and Danny Winstanley (E-type).

When Dean Forward's mighty Can-Am McLaren M8F threw its oil pump belt while leading from pole, Sunday's HSCC Thundersports race resembled a 1970s European 2-litre Championship round, with glorious Chevrons, Lolas, Marches and Osellas, plus the ex-Peter Hanson/Francois Migault Taydec, to the fore. After a safety car around the pitstop sequence, John Burton and Greg Caton deposed 1980s MCD Thundersports racer Robert Parker, and 'Burtie' was ahead when it finished under another caution. That the period Group 6 star received his trophies from fellow octogenarian Derek Bell (see page 44) was fitting.

P44 CLASSIC IN PICS

Mustangs to the fore but Thomas/Lockie Falcon (right) would take victory

MASTERS ENDURANCE LEGENDS & GT4

One of the appeals of the Classic is that it introduces new 'historic' races, but the strengths *and* weaknesses of that were on display last weekend. Tim de Silva and Michael Lyons were the stars of the 31-car Masters Endurance Legends field, while the Masters GT4 Classic Silverstone Challenge showed that some ideas can be premature.

Steve Tandy qualified his Peugeot 90X on pole for race one for the GTs and sports-prototypes of the 1995-2016 era, but came under attack from de Silva's Gulf-liveried Pescarolo. The two LMP1s swapped places when de Silva dived inside at Brooklands on lap three. He pulled away before the stops, only for alternator failure to put the car out shortly after father Harin jumped aboard.

That left Tandy to take victory on the road, until a 30-second penalty for a yellow-flag infringement dropped him to second behind Jamie Constable's ex-OAK Racing Pescarolo. Constable had started eighth after being forced off the road in qualifying.

Lyons, having his first race in the Lola B12/80, had to serve both a 20s longer 'elite' pitstop and a stop/go penalty for his own yellow-flag infringement but took third.

While soloist Tim de Silva (above) charged from 26th, Lyons chased Constable and Tandy on Sunday. They were tied together until Constable clashed with the ex-Felbermayr Porsche at Copse. The 911 GT3 RSR was out on the spot, while Constable's left-rear let go at the same place a lap later.

Lyons took advantage of the ensuing safety car period to make his long stop and still emerge in the lead, just ahead of de Silva, with Tandy third. There was time for just one lap at the restart, with Lyons under attack. When the LMP2 Lola ran wide in Club, the Pescarolo slipped through to apparently grab victory by 0.378s. But running off track on the exit proved crucial, a 1s penalty for de Silva resetting the order.

The 16-car GT4 field included a car making its race debut… Poleman Seb Hopkins led race one throughout in Team Parker's Porsche 718 Cayman, but a small error on lap one of the sequel allowed Freddie Tomlinson to win in a new G56.

KEVIN TURNER

SILVERSTONE CLASSIC WEEKEND WINNERS

FJHRA HISTORIC FORMULA JUNIOR (BOTH 9 LAPS) **1 Michael O'Brien (Brabham BT6)**; 2 Horatio Fitz-Simon (Lotus 22) +0.130s; 3 Tim de Silva (Brabham BT2); 4 Cameron Jackson (Lotus 22); 5 Andrew Hibberd (Lotus 22); 6 Nick Fennell (Lotus 27). **Fastest lap** Fitz-Simon 2m19.559s (93.87mph). **Pole** O'Brien. **Starters** 53. **RACE 2 1 O'Brien**; 2 Sam Wilson (Cooper T59) +13.542s; 3 Alex Ames (Brabham BT6); 4 de Silva; 5 Hibberd; 6 Mark Woodhouse (Lotus 20/22). **FL** O'Brien 2m18.594s (94.53mph). **P** O'Brien. **S** 50.

HSCC HISTORIC FORMULA 2 (11 LAPS) **1 Ben Mitchell (Martini-BMW MK19/22)**; 2 Matthew Watts (March-BMW 782) +7.667s; 3 David Shaw (March-BMW 782); 4 Marc Mercer (Ralt-BDG RT1); 5 Martin Wood (March-BMW 782); 6 Clive Wood (Chevron-BDG B29). **FL** Andrew Smith (March-BMW 782) 1m57.792s (111.22mph). **P** Smith. **S** 32. **RACE 2 (10 LAPS)** **1 Mitchell**; 2 Greg Caton (March-BMW 782) +16.441s; 3 Tim de Silva (Chevron-BDG B35); 4 Phil Hall (March-BMW 752); 5 Graham Ridgway (March-BDG 742); 6 Mercer. **FL** Mitchell 1m59.400s (100.72mph). **P** Mitchell. **S** 28.

FRANK WILLIAMS MEMORIAL TROPHY MASTERS RACING LEGENDS F1 1966-85 (BOTH 11 LAPS) **1 Michael Cantillon (Williams FW07C)**; 2 Steve Hartley (McLaren MP4/1) +5.158s; 3 Ken Tyrrell (Tyrrell 011); 4 Steve Brooks (Lotus 91); 5 Christophe d'Ansembourg (Williams FW07C); 6 Jamie Constable (Tyrrell 011). **FL** Cantillon 1m53.624s (115.30mph). **P** Cantillon. **S** 19. **RACE 2 1 Cantillon**; 2 Constable +3.929s; 3 Tyrrell; 4 Brooks; 5 Hartley; 6 d'Ansembourg. **FL** Cantillon 1m52.856s (116.09mph). **P** Mark Hazell (Williams FW07B). **S** 19.

HGPCA HISTORIC GRAND PRIX CARS PRE-'66 (BOTH 9 LAPS) **1 Will Nuthall (Cooper-Climax T53)**; 2 Michael Gans (Cooper-Climax T79) +3.074s; 3 Rudiger Friedrichs (Cooper-Climax T53); 4 Charlie Martin (Cooper-Climax T53); 5 Justin Maeers (Cooper-Climax T53); 6 Andy Middlehurst (Lotus-Climax 25). **FL** Nuthall 2m17.740s (95.11mph). **P** Nuthall. **S** 43. **RACE 2 1 Nuthall**; 2 Gans +1.884s; 3 Friedrichs; 4 Tim Child (Brabham-Climax BT3/4); 5 Middlehurst; 6 Andrew Beaumont (Lotus-Climax 18). **FL** Gans 2m18.020s (94.92mph). **P** Nuthall. **S** 37.

YOKOHAMA TROPHY MASTERS SPORTSCAR LEGENDS (21 LAPS) **1 Tom Bradshaw (Chevron-FVC B19)**; 2 James Claridge/Goncalo Gomes (Chevron-FVC B23) +16.736s; 3 Chris Beighton/Simon Hadfield (Lola-Chevolet T70 Mk3B); 4 Nick Padmore (Chevron-FVC B21); 5 Dean Forward/Jamie Thwaites (Lola-Chevrolet T70 Mk3B); 6 Nick Sleep/Alex Montgomery (Lola-Chevrolet T70 Mk3). **FL** Alex Brundle (Lola-Chevrolet T70 Mk3B) 2m05.587s (104.37mph). **P** Bradshaw. **S** 35.

MRL PRE-WAR SPORTS CARS 'BRDC 500' (15 LAPS) **1 Gregor Fisken/Patrick Blakeney-Edwards (Frazer Nash Supersports)**; 2 Rudiger Friedrichs (Alvis Firefly Special) +27.248s; 3 Gareth Burnett (Alta Sports); 4 Ross Keeling/Calum Lockie (Delahaye 135S); 5 Clive Morley (Bentley 3/4½); 6 Michael Birch (Talbot AV105 Brooklands). **FL** Blakeney-Edwards 2m43.262s (80.24mph). **P** Fisken (Blakeney-Edwards). **S** 31.

MRL TONY DRON MEMORIAL TROPHY HISTORIC TOURING CAR CHALLENGE (20 LAPS) **1 Andy Middlehurst (Nissan Skyline GT-R R32)**; 2 Simon Garrad (Nissan Skyline GT-R R32) +38.364s; 3 Gary Pearson/Alex Brundle (Ford Capri RS3100); 4 Sean & Daniel Brown (Ford Sierra Cosworth RS500); 5 Mike Manning (Ford Sierra Cosworth RS500); 6 James Brodie (Ford Sierra Cosworth RS500). **FL** Ric Wood (Nissan Skyline GT-R R32) 2m12.387s (98.96mph). **P** Middlehurst. **S** 67.

INTERNATIONAL TROPHY MASTERS PRE-'66 GT CARS (20 LAPS) **1 Julian Thomas/Calum Lockie (Shelby American Cobra Daytona)**; 2 James Dodd (Jaguar E-type) +1.967s; 3 John Davison (TVR Griffith); 4 Mike Whitaker (TVR Griffith); 5 Ollie Hancock/John Spiers (TVR Griffith); 6 Chris Ward/Richard Kent (Jaguar E-type). **FL** Thomas 2m22.444s (91.97mph). **P** Thomas. **S** 64.

ADRIAN FLUX TROPHY TRANSATLANTIC PRE-'66 TOURING CARS (18 LAPS) **1 Julian Thomas/Calum Lockie (Ford Falcon)**; 2 James Thorpe/Phil Quaife (Ford Mustang) +1.860s; 3 Michael McInerney/Phil Keen (Ford Mustang); 4 Andy Priaulx/Alex Taylor (Ford Mustang); 5 John Davison (Ford Mustang); 6 Steve Soper/Henry Mann (Ford Mustang). **FL** Thorpe 2m30.007s (87.34mph). **P** Thorpe (Quaife set time). **S** 50.

RAC WOODCOTE TROPHY/STIRLING MOSS TROPHY: MRL PRE-'61 SPORTS CARS (18 LAPS) **1 Roger Wills (Lotus-Climax 15)**; 2 John Spiers/Ollie Hancock (Lister-Jaguar Knobbly) +25.027s; 3 James Cottingham/Harvey Stanley (Tojeiro-Jaguar); 4 Andy Willis/Stephan Jobstl (Lotus-Climax 15); 5 Mark Cole (Lotus-Climax 11); 6 Chris Ward/Rob Smith (Lister-Jaguar Knobbly). **RAC Woodcote Trophy** Gregor Fisken/Martin Stretton (HWM-Jaguar). **FL** Hancock 2m24.129s (90.90mph). **P** Cottingham. **S** 54.

RAC HISTORIC TOURIST TROPHY: MRL PRE-'63 SPORTS GT (20 LAPS) **1 James Cottingham/Harvey Stanley (Jaguar E-type)**; 2 Oli Webb/Guy Ziser (Jaguar E-type FHC) +1m03.864s; 3 Richard Cook (Shelby Cobra); 4 Danny Winstanley (Jaguar E-type FHC); 5 John Spiers/Ollie Hancock (AC Cobra); 6 Mark Holme (Austin-Healey 3000). **FL** Cottingham 2m28.512s (88.22mph). **P** Cottingham **S** 29.

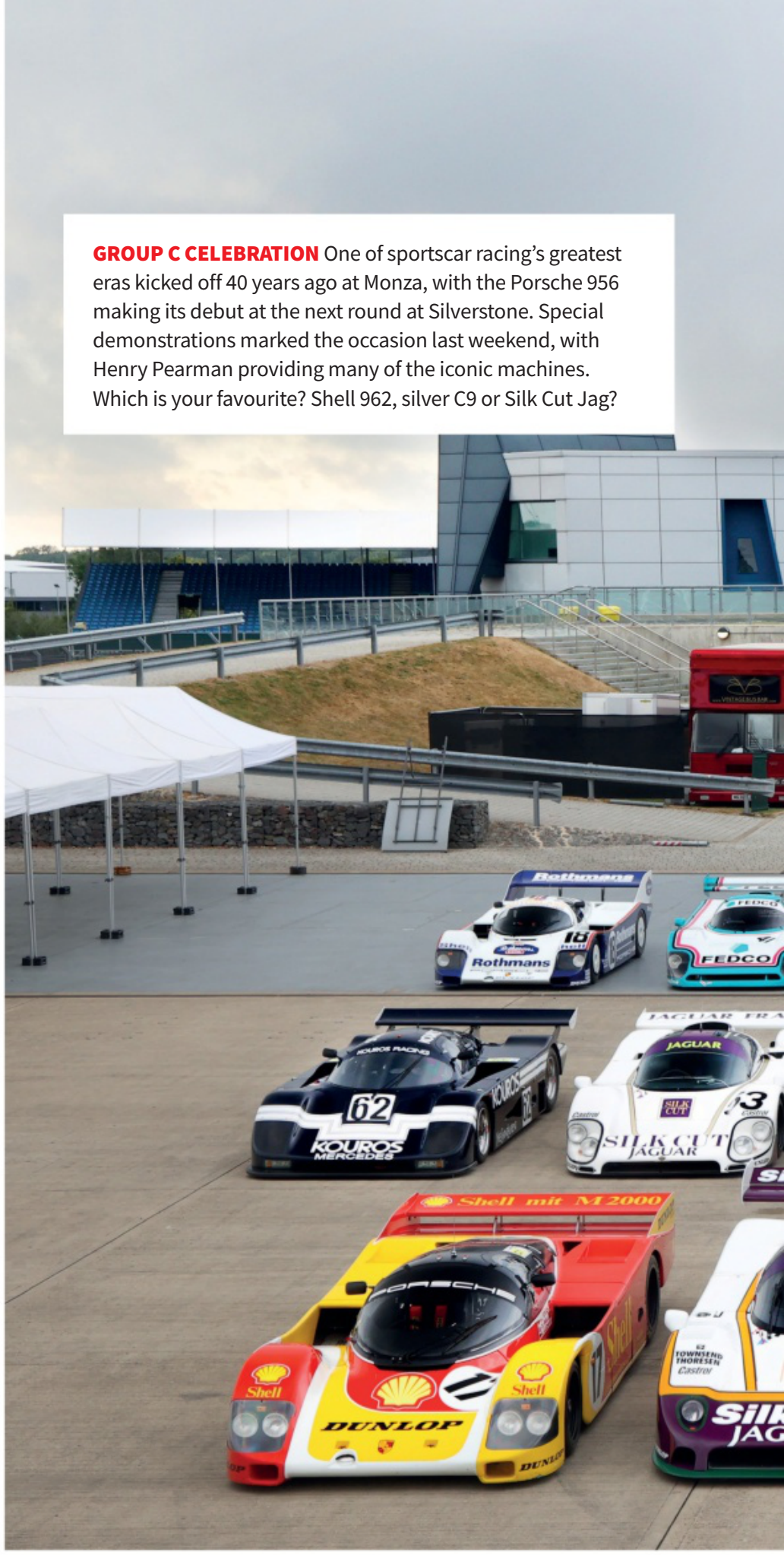
HSCC THUNDERSPORTS (16 LAPS) **1 John Burton (Chevron-BDG B26)**; 2 Greg Caton (March-BDG 75S) +0.353s; 3 James Claridge/Goncalo Gomes (Chevron-FVC B23); 4 Robert Parker (Osella-BMW PA5); 5 Mark Richardson (Lola-BDG T290); 6 James Schryver (Chevron-BDG B26). **FL** Forward 2m03.207s (106.33mph). **P** Dean Forward (McLaren-Chevrolet M8F). **S** 28.

MASTERS ENDURANCE LEGENDS (21 LAPS) **1 Jamie Constable (Pescarolo-Judd LMP1)**; 2 Steve Tandy (Peugeot 90X) +19.158s; 3 Michael Lyons (Lola-Mazda B12/80); 4 Keith Frieser (Zytek 09S); 5 Kriton Lendoudis (Peugeot 908); 6 Stuart Wiltshire (Ligier LMP2). **FL** Tim de Silva (Pescarolo LMP1) 1m46.158s (123.41mph). **P** Tandy. **S** 31. **RACE 2 (13 LAPS)** **1 Lyons**; 2 de Silva +0.622s; 3 Tandy; 4 Frieser; 5 Christophe d'Ansembourg (Lola-Aston Martin DBR1-2); 6 Wiltshire. **FL** de Silva 1m47.085s (122.34mph). **P** Constable. **S** 29.

MASTERS CLASSIC SILVERSTONE GT4 CHALLENGE (14 LAPS) **1 Seb Hopkins (Porsche 718 Cayman)**; 2 Freddie Tomlinson (Ginetta G56) +7.311s; 3 David Vrsecky (Mercedes-AMG GT4); 4 Aliyyah Koloc (Mercedes-AMG); 5 Craig Wilkins (Toyota GR Supra GT4); 6 David Foster (McLaren 570S GT4). **FL** Hopkins 2m09.680s (101.03mph). **P** Hopkins. **S** 16. **RACE 2 (13 LAPS)** **1 Tomlinson**; 2 Hopkins +1.545s; 3 Koloc; 4 Vrsecky; 5 Wilkins; 6 Foster. **FL** Hopkins 2m09.126s (101.46mph). **P** Hopkins. **S** 15.

ECURIE ECOSSE VAUXHALL CAVALIER John and Gary Pearson acquired David Leslie's 1992 Vauxhall Cavalier BTCC contender from Ecurie Ecosse five years ago, but moved heaven and earth to restore it for its historic debut at Silverstone. Burning the midnight oil was made worthwhile by Jane Leslie, David's widow, being present to watch the saltire-liveried car's emotional return from the BRDC. The Pearsons were seventh in Historic Touring Cars.

WIN FOR BURTON Chevron ace John Burton never slows down. Fifty years after Arturo Merzario pipped him to the 1972 European 2-litre Sportscar Championship, 'Burtie' won another HSCC Thundersports race in his B26!



GROUP C CELEBRATION One of sportscar racing's greatest eras kicked off 40 years ago at Monza, with the Porsche 956 making its debut at the next round at Silverstone. Special demonstrations marked the occasion last weekend, with Henry Pearman providing many of the iconic machines. Which is your favourite? Shell 962, silver C9 or Silk Cut Jag?

BRABHAM BT3/4 Historic Grand Prix Cars Association newcomer Tim Child's recently acquired 1962 Brabham-Climax BT3/4, chassis IC-1-62 (F1-1-62), boasts a remarkable history, having been raced by two Formula 1 world champions. Marque co-founder Jack Brabham debuted it in the 1962 Australian GP at Caversham. Later, in David McKay's Scuderia Veloce colours that it retains, Graham Hill won the 1964 Tasman finale at Longford, Tasmania. Child was fourth in the second Silverstone encounter.

MARCH 762-5 Scot David Thorburn graduated from Classic F3 to Historic F2, scoring top 10 finishes in the ex-Ingo Hoffmann March-Hart 762-5, beautifully restored by Creg Caton (G-CAT) and finished by Graham Brunton Racing.

ALL PICS: JEP/ SILVERSTONE CLASSIC

FORD SIERRA COSWORTH RS500 Dormant for five years, tin-top racing legend Dave Brodie's spectacular 1988 Ford Sierra RS500 was recommissioned for the Classic. Son James, who last raced it in Formula Saloons 15 years ago, finished sixth in the Tony Dron Memorial Trophy.

BARON/FORMULA MOTORSPORT LIMITED

Doohan is the star of Spa as undercut works

FIA FORMULA 2
SPA (BEL)
27-28 AUGUST
ROUND 11/14

Jack Doohan had a superb weekend at Spa to take his maiden Formula 2 feature-race victory to add to second place in the sprint.

The Virtuosi Racing driver started fourth before a great launch moved him up to second by La Source, and an undercut at the pitstops put him ahead of championship leader Felipe Drugovich. Polesitter Drugovich closed in as Doohan tackled those who had stayed out longer on the alternate strategy, but the Australian held fast to cross the line almost two seconds ahead of the MP Motorsport man. Drugovich's second-place finish came after title rival Theo Pourchaire had a heartbreaking retirement on lap three, and the ART Grand Prix ace is now 43 points adrift in the standings.

Doohan passed Enzo Fittipaldi and Logan Sargeant at the start, with Van Amersfoort Racing's Jake Hughes replacement David Beckmann moving up into third when he cleared Fittipaldi's Charouz car into Les Combes. Fittipaldi then faced fierce competition from Liam Lawson, running wide into the runoff as he tried to hold off the Carlin driver and having to give the place back two laps later. This was a battle that was replayed twice more across the race, and prompted much frustration from the New Zealander.

Doohan ran one second behind Drugovich before their respective stops. Doohan pitted first to get off the soft Pirellis onto the mediums, with Drugovich following suit a lap later and emerging behind.

Doohan initially had a four-second gap to Drugovich, but a battle with Amaury Cordeel for seventh on the road slashed his lead, bringing the Brazilian back into contention. There was a brief tussle at Les Combes, but Doohan held on before rebuilding his advantage.

Lawson finished third for his second podium of the weekend, having started in sixth, while Richard Verschoor took fourth for Trident on the alternate strategy. He used his fresh, soft tyres to rise up the order late on, with Fittipaldi the last of his victims.

Lawson took victory on Saturday. He had a great launch off the line from fifth on the grid, skimming the grass before arriving at La Source in second. Then he snatched the lead from Ralph Boschung on lap two up the Kemmel straight.

Lawson had built up a 5.2s lead by the end of lap 11, before the race was neutralised by a safety car caused when team-mate Sargeant crashed out from ninth at Pouhon after he lost the rear. This prompted a surprise pitstop from Drugovich and several others running further back, with the series leader emerging in 12th on fresh, soft tyres.

With four laps of green-flag racing remaining, Drugovich immediately set about charging through the field. He was ninth within a lap, then seventh next time around. The following lap, he passed Marcus Armstrong at La Source for sixth, before demoting Pourchaire at the Bus Stop for fifth and taking fourth from Verschoor on the final lap.

Lawson remained untroubled, crossing the line 3.9s ahead, while Doohan snatched second from Boschung on the last lap, the Swiss almost caught by Drugovich at the finish. Pourchaire came home in sixth position.

MEGAN WHITE

PORTLOCK/FORMULA MOTORSPORT LIMITED

Lawson (centre) celebrates sprint win with Doohan and Boschung

Bearman and Maloney break their F3 ducks

FIA FORMULA 3
SPA (BEL)
27-28 AUGUST
ROUND 7/9

Bearman is now one point adrift of top of points table

ISTITENE/FORMULA MOTORSPORT LIMITED

It was a weekend of two first-time winners in FIA Formula 3 at Spa. Ollie Bearman triumphed in the sprint race, before Zane Maloney took victory in Sunday's feature encounter, one day after smashing into the barriers and rolling at the high-speed Blanchimont sweeper.

Ferrari protege Bearman lined up fifth for the sprint in his Prema Racing car, and immediately moved up one place. There was chaos at Les Combes, when polesitter Zak O'Sullivan and Juan Manuel Correa made contact as he attempted to prevent the ART driver making a pass for the lead. That gave Correa a puncture, and caused front-wing damage for Carlin driver O'Sullivan. Just behind Bearman, Franco Colapinto was tapped into a spin by Jonny Edgar, for which the Trident-run Red Bull Junior was given a five-second penalty.

Carlin's Brad Benavides briefly took the lead after the melee, before Bearman snatched the lead on the second lap, just before the safety car was deployed when Christian Mansell ended up in the gravel after contact from Rafael Villagomez. Edgar took second from Benavides on the restart, but moments later there was a huge shunt between Maloney and Oliver Goethe, both walking away from the wreckage.

That prompted a red flag for barriers to be repaired and, following a 30-minute pause, Bearman and Edgar held their positions at the restart as Roman Stanek and Alexander Smolyar tussled for third. Trident's Czech racer Stanek held on from MP Motorsport driver Smolyar and, with Edgar's penalty demoting him to fourth, that promoted Stanek and Smolyar to second and third.

Maloney bounced back on Sunday, and made a strong start from second on the grid alongside MP Motorsport's polesitter Caio Collet. The Brazilian held on in front until Les Combes, when Maloney's bid to take the lead ended with both running wide across the runoff area. As Collet rejoined the track, he flicked the unfortunate Francesco Pizzi, running in third place, into the gravel, for which he was penalised five seconds.

Collet was then passed by Goethe and, when Maloney was instructed to cede his ill-gotten lead and drop back behind Collet, that meant he had to sink to third, with Goethe now leading in his Campos Racing car on his second race weekend in FIA F3.

Pizzi was then harpooned by Kush Maini at the Bus Stop, the stricken Maini then taking out pre-weekend joint series leader Victor Martins and Ido Cohen and causing a safety car. Collet, Maloney and Stanek soon got ahead of Goethe when racing resumed, before another caution for a Gregoire Saucy shunt at the exit of Les Combes.

Maloney then snatched the lead from Collet at Les Combes, while three laps later Stanek also got past to complete a Trident 1-2. Bearman made late moves on Edgar (for fifth) and Goethe (fourth) and, with Collet's penalty dropped him to sixth, that promoted Bearman to third.

The Briton is now right in title contention after a dreadful weekend for the previous top three. Martins, Isack Hadjar and Arthur Leclerc all came unstuck in a tricky qualifying session that started wet and dried out, prompting a switch to slicks, with Leclerc the best of them in 20th. Leclerc and Hadjar fought through to fifth and ninth respectively in the sprint, but none of the trio scored in the feature race. Hadjar now leads by one point from Bearman, with Martins and Leclerc next and fifth-placed Stanek just 10 points adrift.

MEGAN WHITE

Maloney leads from Collet and Stanek

PORTLOCK/FORMULA MOTORSPORT LIMITED

WEEKEND WINNERS

FIA FORMULA 2
SPA (BEL)
Race 1 Liam Lawson
Carlin
Race 2 Jack Doohan
Virtuosi Racing

FIA FORMULA 3
SPA (BEL)
Race 1 Ollie Bearman
Prema Racing
Race 2 Zane Maloney
Trident

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Jaminet and Campbell close on the crown

IMSA SPORTSCAR
VIRGINIA INTERNATIONAL RACEWAY (USA)
28 AUGUST
ROUND 11/12

Winning Porsche heads Corvette through VIR's 'Craner Curves'

Factory Porsche pair Matt Campbell and Mathieu Jaminet combined to scored a hard-earned victory for Pfaff Motorsports in Sunday's GT-only IMSA round at Virginia International Raceway. The pair's fifth win of the season almost assured them of the GTD Pro title with one race remaining.

The second GT-only race on the IMSA calendar proved to be a thriller as differing strategies abounded during the two-hours-and-40-minutes contest, which included just one, brief full-course caution almost exactly at the halfway point.

As always, the caution assisted some teams and disadvantaged others. One of the most unfortunate was the factory GTD Pro Corvette team. Antonio Garcia had run third in the early stages, directly behind Ross Gunn's pole-winning Heart of Racing Team Aston Martin and Campbell, who had jumped front-row qualifier Garcia at the start. The Corvette team called Garcia into the pits for the first time after 26 laps, electing to equip Jordan Taylor with a fresh set of tyres. The ploy worked perfectly as the American used the extra grip to emerge comfortably in the lead by the time all the GTD Pro cars had made their stops.

Taylor maintained a gap of almost 10 seconds over the Porsche and the Aston... until the caution flags flew and completely negated his advantage. A necessarily slightly longer second pitstop played into the hands of Taylor's rivals, whereupon the decision to fit fresh rear tyres to the Porsche on its final brief stop only 11 laps later enabled Jaminet to edge clear of the Corvette, which took on fuel only.

A handful of GTD non-Pro teams employed a different tactic, running longer on their second stint before making a late stop for a splash of fuel. Consequently, it wasn't until just three laps from the finish that Jaminet was able to regain the overall lead and eventually take the chequered flag just under a second clear of Taylor.

Winward Racing started on the GTD pole and claimed a second successive win with their Mercedes, although it was far from plain sailing for Russell Ward and Philip Ellis, who survived a wheelgun failure at their first stop and a couple of on-track scrapes before Ellis regained the advantage from the Maxime Martin/Roman De Angelis Aston shortly before the finish.

JEREMY SHAW

Dylan bringing it all back home again

Pereira in box seat with two rounds to go

PORSCHE SUPERCUP
SPA (BEL)
28 AUGUST
ROUND 6/8

Dylan Pereira produced an untouchable lights-to-flag charge at Spa for his third win of the Porsche Supercup season to extend his championship lead.

The Luxembourger, winner at Spa in 2019 and 2021, bolted clear from pole position and remained unchallenged to take victory by almost seven seconds. The Lechner Racing driver has bolstered his series lead to 12 points with two rounds remaining.

The action was behind Pereira, with two-time Supercup champion Larry ten Voorde pulling off a last-lap move on Laurin Heinrich to grab second place diving up the inside at La Source, before he fended off the Porsche junior driver.

Marvin Klein was ready to take advantage of any mistakes but had to settle for fourth place, still his best result of the season, as he kept out of reach of a late attack from Britain's Harry King. The 2020 Porsche Carrera Cup GB champion started in eighth place after a clash in qualifying, and made a solid effort climbing the order to fifth position to keep his title aspirations alive.

Bastian Buus, winner at Paul Ricard last time out, followed Lechner team-mate King through to take sixth place and remain the leading rookie challenger.

HAYDN COBB

Prema trio have made it three ELMS wins out of four

JEP/MOTORSPORT IMAGES

Habsburg charge sets up yet another Prema success

EUROPEAN LE MANS SERIES
BARCELONA (ESP)
28 AUGUST
ROUND 4/6

Lorenzo Colombo, Louis Deletraz and Ferdinand Habsburg took Prema Racing's third European Le Mans Series victory in four races at the 4 Hours of Barcelona.

The Italian squad started out in a relatively low-key seventh place, but a particularly strong opening stint from Habsburg meant its ORECA quickly rose up through the field. By the time an early safety car was called for a pair of opening-lap skirmishes involving GTE and LMP3 machinery, the Austrian was already up to fourth behind Panis Racing's polesitter Julien Canal, Racing Team Turkey's Salih Yoluc and Cool Racing youngster Niklas Kruetten.

Both Kruetten and Habsburg made short work of gentleman driver Yoluc following the restart, with Habsburg making a move on the German less than 10 minutes later. Before the opening hour had passed, Habsburg had caught up with Canal. The Frenchman had led the race from the start but was surpassed with a strong run out of Turn 3, Habsburg seizing the lead and not looking back.

After Habsburg and Colombo had completed their driving time, it was up to Deletraz to take the chequered flag, leading the Panis ORECA of Canal, Nico Jamin and Job van Uitert home by 23 seconds. The French squad endured a challenging run, incurring a pair of penalties for a start infringement and an additional 10s post-race penalty for a pitstop infraction. Cool trio Kruetten, Yifei Ye and Nicolas Lapierre completed the podium, with Duncan Tappy, Tom Gamble and Phil Hanson coming home in fourth place for United Autosports.

Monza winner IDEC Sport endured a race to forget. The French squad put in a strong showing in the early stages after starting fourth and was a consistent top-six presence in the opening hour. But its day took a turn midway through the second hour when Paul Lafargue made a mistake under braking at Turn 1 and smacked his car into the wall on driver's left, coming to a rest in the gravel. The team continued on, but finished two laps down.

Prema trio Habsburg, Colombo and Deletraz now enjoy a 22-point buffer over van Uitert, Canal and Jamin with two races to go at Spa and Portimao. The Franco-Dutch trio have so far this season been Prema's main opponents, but are yet to win a race.

LMP3 victor Inter Europol Competition built on its momentum after winning the previous round at Monza. Nico Pino, Guilherme Oliveira and Charles Crews started their Ligier from second place behind Cool Racing, but Crews captured the lead on lap one and remained largely dominant throughout. Even a late penalty for track-limit infringements could not stop the trio, who finished five seconds clear of DKR Engineering's sole Duqueine on the grid.

A sturdy final-hour pass from Gianmaria Bruni on Spirit of Race's David Perel gave Porsche team Proton Competition its second consecutive class win in GTE, with Bruni, Lorenzo Ferrari and Christian Ried going on to victory over the Ferrari of Perel, Duncan Cameron and Matt Griffin.

DAVEY EUWEMA

Proton Porsche leads GTE battle

JEP/MOTORSPORT IMAGES

WEEKEND WINNERS

IMSA SPORTSCAR
VIRGINIA INT'L RACEWAY (USA)
GTD Pro Matt Campbell/Mathieu Jaminet
Pfaff Motorsports (Porsche 911 GT3-R)
GTD Philip Ellis/Russell Ward
Winward Racing (Mercedes-AMG GT3)

PORSCHE SUPERCUP
SPA (BEL)
Dylan Pereira
Lechner Racing

EUROPEAN LE MANS SERIES
BARCELONA (ESP)
LMP2 Ferdinand Habsburg/
Lorenzo Colombo/Louis Deletraz
Prema Racing (ORECA 07)
LMP3 Nico Pino/CR Crews/
Guilherme Oliveira
Inter Europol (Ligier JSP320)
GTE Gianmaria Bruni/Lorenzo Ferrari/
Christian Ried
Proton Competition (Porsche 911 RSR)

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Bortolotti blunder lets in the brothers

DTM
NURBURGRING (DEU)
27-28 AUGUST
ROUND 5/8

If Mirko Bortolotti doesn't win the 2022 DTM title, the inquest will surely point to the Grasser Lamborghini man's weekend at the Nurburgring as a principal factor. The pre-event championship leader's nine-point advantage became a 21-point deficit to Schubert BMW's Sheldon van der Linde after he came away empty-handed from a weekend when second and fifth were there for the taking. Bortolotti has been a study in consistency all year, fast everywhere, albeit without winning a race. But the desire to right that statistic proved his undoing.

Dense fog that caused Saturday's qualifying session to be cancelled meant the grid was set in championship order, handing Bortolotti a free pole. The mist took most of the day to clear and the race finally began, almost four hours after the intended start, in treacherously slippery conditions. With only one slow formation lap, most took it easy on their cold tyres, but not Felipe Fraga, who made what his Red Bull Ferrari team boss Ron Reichert termed "probably the move of the year" by charging up from sixth to second at the start.

"Fair play to the guy," recounted Bortolotti's fellow front-row starter van der Linde later. "I don't know where he came from, but he came fast!"

Fraga led by the end of the opening lap, but couldn't pull away in the slippery conditions. Bortolotti pitted one lap later than the Ferrari and briefly got ahead, but Fraga used his warmer tyres to repass around the outside at Turn 3. Yet Bortolotti wasn't done. He roared back onto Fraga's tail, setting the fastest lap in his pursuit, before making an ill-fated move to the inside of the final corner with nine laps remaining. Bortolotti understeered on a wet patch and clattered into Fraga, sending both spinning into eventual retirement. "I wasn't sure if what I was seeing was actually happening," said a watching van der Linde, who raced past to a third win of the year.

Amid the confusion, van der Linde's brother Kelvin passed Abt Audi team-mate Ricardo Feller to complete a historic 1-2 for the South African brothers. He'd expertly executed a long first stint after being shuffled from 13th on the grid to 20th on lap one.

Feller held off Maxi Gotz (Winward Mercedes) for third, the reigning champion putting in his best showing of the year after a combative race. Gotz had turned around Luca Stolz (HRT Mercedes) on the opening lap and opportunistically ambushed Rene Rast (Abt Audi) and Dennis Olsen — the SSR Porsche's steering broke following their three-wide moment — to run ahead of Feller until a spinning Rast, hit by Olsen's team-mate Laurens Vanthoor, forced him off-line.

Stolz finished the opener 17th, but stylishly bounced back on Sunday as Bortolotti again found strife. Stolz advanced from seventh to fourth in the early stages, passing front-row starter Kelvin van der

Sheldon (left) and Kelvin van der Linde were 1-2
HOCH ZWEI

Mercedes man Stolz took first DTM win on Sunday
GRUPPE C GMBH

Van der Linde's BMW chases lead battle…

HOCH ZWEI

Linde and Olsen before a safety car – called for an irate Rast being dumped into the gravel by David Schumacher – coincided with the pit window opening.

Poleman Sheldon van der Linde had led from fast-starting team-mate Philipp Eng, but the Austrian was duly removed from contention because DTM rules prohibit double-stacking during a safety car. Stolz's mechanics did the rest of the job to jump him ahead of erstwhile leader van der Linde and Thomas Preining, whose Bernhard Porsche he'd tracked early on.

Stolz then stormed into the lead at the restart by passing 17-year-old debutant Theo Oeverhaus, the only driver who hadn't pitted under the safety car, and disappeared into the distance to secure his maiden DTM win by 4.5s over Olsen. By contrast, Sheldon van der Linde plummeted to 10th, while Bortolotti – docked five places on the grid for the Fraga clash – moved up to fifth behind Lucas Auer (Winward Mercedes) and Kelvin van der Linde. Holding position would have trimmed his deficit by nine points but, perhaps eager to compensate for Saturday, he once more put himself in danger in pursuit of a mere two further points.

After much patient stalking, Bortolotti got fully alongside van der Linde's Audi into Turn 4, but contact was made that cut the Lamborghini's left-rear tyre and put the Italian out, allowing van der Linde's BMW-racing brother to extend his championship margin by two points.

Just how crucial they'll be will emerge over the final six races. It's by no means over yet, but Bortolotti's task is now much harder than it perhaps needed to be.

JAMES NEWBOLD

POWERED BY motorsport STATS

…and then Bortolotti did this to Fraga

HOCH ZWEI

RESULTS ROUND 5/8, NURBURGRING (DEU), 27-28 AUGUST RACE 1 (38 LAPS – 85.688 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	**Sheldon van der Linde** (ZAF)	Schubert Motorsport / BMW M4 GT3	57m04.374s
2	**Kelvin van der Linde** (ZAF)	Abt Sportsline / Audi R8 LMS Evo II	+1.928s
3	**Ricardo Feller** (CHE)	Abt Sportsline / Audi R8 LMS Evo II	+8.432s
4	**Maximilian Gotz** (DEU)	Winward Racing / Mercedes-AMG GT3 Evo	+8.884s
5	**Lucas Auer** (AUT)	Winward Racing / Mercedes-AMG GT3 Evo	+11.151s
6	**Philipp Eng** (AUT)	Schubert Motorsport / BMW M4 GT3	+18.473s
7	**Nick Cassidy** (NZL)	AF Corse / Ferrari 488 GT3 Evo	+19.120s
8	**Marco Wittmann** (DEU)	Walkenhorst Motorsport / BMW M4 GT3	+19.553s
9	**Rene Rast** (DEU)	Abt Sportsline / Audi R8 LMS Evo II	+20.968s
10	**Mikael Grenier** (CAN)	GruppeM Racing / Mercedes-AMG GT3 Evo	+21.913s
11	**Maximilian Buhk** (DEU)	Mucke Motorsport / Mercedes-AMG GT3 Evo	+22.322s
12	**Clemens Schmid** (AUT)	GRT Grasser Racing Team / Lamborghini Huracan GT3 Evo	+22.797s
13	**Esteban Muth** (BEL)	Walkenhorst Motorsport / BMW M4 GT3	+24.197s
14	**Marius Zug** (DEU)	Attempto Racing / Audi R8 LMS Evo II	+25.822s
15	**Arjun Maini** (IND)	HRT / Mercedes-AMG GT3 Evo	+26.417s
16	**Maro Engel** (DEU)	GruppeM Racing / Mercedes-AMG GT3 Evo	+27.860s
17	**Luca Stolz** (DEU)	HRT / Mercedes-AMG GT3 Evo	+28.352s
18	**Rolf Ineichen** (CHE)	GRT Grasser Racing Team / Lamborghini Huracan GT3 Evo	+29.390s
19	**Theo Oeverhaus** (DEU)	Walkenhorst Motorsport / BMW M4 GT3	+47.379s
20	**Alessio Deledda** (ITA)	GRT Grasser Racing Team / Lamborghini Huracan GT3 Evo	+48.233s
R	**Felipe Fraga** (BRA)	AF Corse / Ferrari 488 GT3 Evo 2020	33 laps-accident
R	**Mirko Bortolotti** (ITA)	GRT Grasser Racing Team / Lamborghini Huracan GT3 Evo	28 laps-accident
R	**Dev Gore** (USA)	Team Rosberg / Audi R8 LMS Evo II	25 laps-gearbox
R	**Laurens Vanthoor** (BEL)	SSR Performance / Porsche 911 GT3-R	23 laps-accident
R	**Thomas Preining** (AUT)	Team Bernhard / Porsche 911 GT3-R	16 laps-splitter
R	**Nico Muller** (CHE)	Team Rosberg / Audi R8 LMS Evo II	8 laps-puncture
R	**David Schumacher** (DEU)	Winward Racing / Mercedes-AMG GT3 Evo	7 laps-accident
R	**Dennis Olsen** (NOR)	SSR Performance / Porsche 911 GT3-R	3 laps-accident/steering

Winner's average speed 90.083mph.
Fastest lap **Bortolotti** 1m26.820s, 93.501mph.

GRID RACE 1 **1 Bortolotti**; 2 **S van der Linde**; 3 **Rast**; 4 **Muller**; 5 **Auer**; 6 **Fraga**; 7 **Feller**; 8 **Wittmann**; 9 **Stolz**; 10 **Preining**; 11 **Engel**; 12 **Olsen**; 13 **K van der Linde**; 14 **Eng**; 15 **Vanthoor**; 16 **Gotz**; 17 **Gore**; 18 **Maini**; 19 **Schmid**; 20 **Grenier**; 21 **Cassidy**; 22 **Zug**; 23 **Buhk**; 24 **Muth**; 25 **Ineichen**; 26 **Schumacher**; 27 **Deledda**; 28 **Oeverhaus**.

RACE 2 (40 LAPS – 90.198 MILES)
1 Stolz 1h00m43.674s; 2 **Olsen** +4.507s; 3 **Auer** +11.354s; 4 **K van der Linde** +15.024s; 5 **Gotz** +15.711s; 6 **Muller** +16.457s; 7 **Preining** +19.523s; 8 **Grenier** +20.518s; 9 **S van der Linde** +23.811s; 10 **Wittmann** +28.393s; 11 **Vanthoor** +28.912s; 12 **Zug** +37.575s; 13 **Buhk** +44.224s; 14 **Maini** +44.871s; 15 **Muth** +46.228s; 16 **Deledda** +48.906s; 17 **Ineichen** +52.565s; 18 **Oeverhaus** +1m10.720s; 19 **Bortolotti** 37 laps; R **Cassidy** 25 laps-acc damage; R **Gore** 24 laps-steering; R **Feller** 20 laps-brakes; R **Eng** 11 laps-acc damage/ABS; R **Schmid** 9 laps-accident; R **Schumacher** 4 laps-accident; R **Engel** 4 laps-accident; R **Rast** 3 laps-accident/spun off; EX **Fraga** overboosting.
Winner's average speed 89.117mph.
Fastest lap **Stolz** 1m26.927s, 93.386mph.

QUALIFYING 2 **1 S van der Linde 1m25.945s**; 2 **K van der Linde** 1m25.955s; 3 **Olsen** 1m25.973s; 4 **Preining** 1m26.009s; 5 **Eng** 1m26.032s; 6 **Gotz** 1m26.053s; 7 **Stolz** 1m26.097s; 8 **Vanthoor** 1m26.123s; 9 **Bortolotti** 1m25.973s*; 10 **Auer** 1m26.126s; 11 **Muller** 1m26.127s; 12 **Wittmann** 1m26.137s; 13 **Grenier** 1m26.143s; 14 **Maini** 1m26.200s; 15 **Engel** 1m26.216s; 16 **Fraga** 1m26.220s; 17 **Rast** 1m26.226s; 18 **Buhk** 1m26.230s; 19 **Cassidy** 1m26.256s; 20 **Ineichen** 1m26.271s; 21 **Schmid** 1m26.459s; 22 **Schumacher** 1m26.470s; 23 **Feller** 1m26.587s; 24 **Gore** 1m26.609s; 25 **Muth** 1m26.638s; 26 **Zug** 1m26.786s; 27 **Deledda** 1m27.239s; 28 **Oeverhaus** 1m27.370s. *grid penalty.

CHAMPIONSHIP
1 S van der Linde 110; 2 **Bortolotti** 89; 3 **Auer** 85; 4 **Rast** 81; 5 **Stolz** 73; 6 **Muller** 70; 7 **K van der Linde** 66; 8 **Feller** 63; 9 **Olsen** 59; 10 **Wittmann** 53.

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SPA 15 SEPTEMBER ISSUE

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Impul Nissan pair launch win from fortune

SUPER GT
SUZUKA (JPN)
28 AUGUST
ROUND 5/8

Hiramine leads the way at the chicane
ISHIHARA

Team Impul Nissan pair Bertrand Baguette and Kazuki Hiramine scored an unlikely last-to-first victory in an action-packed 450km race at Suzuka. A well-timed safety car period helped the Calsonic-liveried Nissan Z recover from 15th on the grid, but Hiramine, who took over from Baguette at the first round of pitstops, still had to work hard in the closing laps to seal the deal.

The caution period came just as the Impul car was in the pitlane for its second stop, promoting Hiramine to fourth behind the Real Racing Honda of Koudai Tsukakoshi, the SARD Toyota of Yuichi Nakayama (also in the pits at the time) and the NISMO Nissan of Tsugio Matsuda. Hiramine then dispensed with both Nakayama and Matsuda. He dropped back behind Matsuda following an error at 130R, and survived a hairy moment in which Matsuda forced him off the road exiting Degner and almost into the barrier.

A drivethrough penalty for Matsuda cleared the way for Hiramine to attack Tsukakoshi in the closing laps, with the winning move coming at the hairpin on lap 75 of 77. Tsukakoshi held on for second in the car he shares with Nobuharu Matsushita ahead of the SARD machine of Nakayama and Yuhi Sekiguchi, giving all three GT500 manufacturers a car on the podium for the fourth time in five races.

Hiramine's second win for Impul and Baguette's first as a Nissan driver means they lead the drivers' standings by 10.5 points with three races to go.

Tsukakoshi and Matsushita move up to second overall, level on points with TOM'S Toyota pair Sacha Fenestraz and Ritomo Miyata, who finished eighth, and NDDP Nissan duo Katsumasa Chiyo and Mitsunori Takaboshi, who came home fourth.

Mugen Honda pair Toshiki Oyu and Ukyo Sasahara looked good for a win until the safety car, but making their second stop after the caution left them sixth behind the NISMO Nissan, which started on pole and led early on in Ronnie Quintarelli's hands.

JAMIE KLEIN

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Dillon after hard rain a-falls

NASCAR CUP
DAYTONA (USA)
28 AUGUST
ROUND 26/36

Austin Dillon's only chance to advance to the NASCAR Cup Series playoffs was to win the regular-season finale at Daytona – he did, but it took nearly two days.

Saturday night's race was postponed to Sunday morning due to persistent thunderstorms. Then, after Dillon emerged from a massive wreck on lap 138 of 160 with the lead, he had to wait out another three-hour-and-20-minute rain delay to defend it.

Cindric leads Dillon. Only one Austin was *allegro* after the race
NKP/MOTORSPORT IMAGES

Dillon restarted in the lead on lap 145 but quickly lost it to Austin Cindric. With three laps remaining, Dillon got into the back of Cindric entering Turn 1 and got him loose, which allowed Dillon to reclaim the lead. He then held off his Richard Childress Racing Chevrolet team-mate, Tyler Reddick, by 0.128 seconds to secure the win.

Joining Dillon and Reddick in the 16-driver playoffs, which begin this weekend at Darlington, are Chase Elliott, Kyle Larson, Joey Logano, Ross Chastain, Christopher Bell, Kevin Harvick, Kyle Busch, William Byron, Alex Bowman, Daniel Suarez, Denny Hamlin, Cindric, Chase Briscoe and Ryan Blaney. Blaney was the only non-winner to get in, and claimed the final position by three points over Martin Truex Jr. Elliott won the regular season championship and enters the 10-race playoff as the top seed.

JIM UTTER

WEEKEND WINNERS

SUPER GT
SUZUKA (JPN)
Kazuki Hiramine/Bertrand Baguette
Team Impul (Nissan Fairlady Z)

NASCAR CUP
DAYTONA (USA)
Austin Dillon
Richard Childress Racing (Chevrolet Camaro)

TCR EUROPE
NURBURGRING (DEU)
Race 1 Tom Coronel (below)
Comtoyou Racing (Audi RS3 LMS)
Race 2 cancelled due to fog

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Serious crashes mar Bank Holiday weekend's racing

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Brilliant Burton wins again

On-form Carrera Cup driver triumphs while Edgerton takes first victory

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Brown was left with multiple injuries after Thruxton crash

White fractured two vertebrae at Thruxton

PICS: JEP

Drivers injured in serious crashes

UK MOTORSPORT

Three serious accidents across two meetings that resulted in four drivers being taken to hospital overshadowed the Bank Holiday weekend's racing.

The first incident occurred on lap two of the second Ginetta GT4 Supercup contest at Thruxton on Sunday. G56 Am racer Mike Brown ran slightly wide out of the high-speed Church Corner before losing control, having got on the grass on the opposite side of the track, and was hit by Colin White's G56 up Woodham Hill. This sent White's CWS car into a frightening series of rolls and the race was immediately red-flagged.

It is understood that White was able to get out of his car himself and was taken to hospital by road, where he was found to have two broken vertebrae along with a broken bone just above his ankle.

Ultimate Speed driver Brown needed extracting from his G56 and was taken to Southampton Hospital by air ambulance, where he was described as being in a stable condition having suffered multiple fractures and a punctured lung, but the team says he is in "good spirits".

Racing was suspended for two hours to allow for Brown's extraction and for repairs to the circuit's barriers, meaning there was not time to run the third GT4 Supercup encounter. It is intended that this will be rescheduled at a future meeting.

Then, in the second race after action resumed, Alex Solley, Nathan Edwards and Jonathan Sargeant tangled on the run through Village and Goodwood on the first lap of race two of the Mini Challenge Trophy. The contact resulted in Sargeant's Mini spearing hard into the barriers, before it rolled. The Excelr8 Motorsport driver was also taken to hospital as a precaution but was later released with bruising.

Another serious accident followed on Monday during the Historic Racing Drivers Club Jack Sears Trophy contest at Castle Combe.

Well-known historics racer Charles Knill-Jones sustained multiple injuries when his Austin A35 was tagged into a series of somersaults on the opening lap of the pre-1966 touring cars race.

Driving one of the smallest capacity cars, Knill-Jones, 49, had qualified near the back of the 27-car field. Contact from Mike Lamplough's MG Magnette appeared to launch the A35 as the pack crested Avon Rise ahead of braking for the right-handed Quarry corner.

Marshals and the mobile rescue unit team were quickly at the driver's side after what was described as a particularly violent incident. Cotswolds-based engineering company boss Knill-Jones, among the world's best respected Bugatti specialists, was assessed and stabilised at the scene.

Despite two air ambulances arriving and landing on the infield at Camp, Knill-Jones was taken initially to the circuit's medical centre. He was subsequently transferred to the trauma centre at North Bristol NHS Trust's Southmead Hospital by road.

Updates from the hospital were thankfully more positive than crash witnesses feared. Knill-Jones faces a long recuperation, but medics were confident that he will make a strong recovery.

After a long delay, racing resumed but Castle Combe Racing Club's Hot Hatch race was canned, with a replacement expected to be slotted into October's Finals meeting.

Autosport sends its best wishes to all of the drivers injured in these incidents and hopes they make full recoveries.

STEPHEN LICKORISH & MARCUS PYE

Knill-Jones's Austin rolled in Jack Sears Trophy at Combe

OLLIE READ

Battling brace for O'Donovan in Pembrey double-header

BRITISH RALLYCROSS

Mardenborough was on form in RX150 category

BRITISH RALLYCROSS

British Rallycross Championship 5 Nations Trophy points leader Patrick O'Donovan secured a brace of wins at Pembrey last weekend, but had to battle for both successes to extend his margin at the top of the standings.

The 18-year-old drove his way to the front in the opening Q1 race to set the first fastest time before a broken driveshaft from contact in Q2 dropped him down the order.

He still battled back to win both his semi-final, despite getting shoved off the outside of the circuit at Turn 2, and the final from pole to secure his fourth win of the campaign.

In round eight the following day, with the circuit reversed to run in the clockwise direction, O'Donovan again missed out on Q1 pole, but again drove to the front of the pack despite breaking his Ford Fiesta's gear lever before the end of the opening lap.

Thereafter, the only time he was headed on the way to a fifth win of the season was when he took his joker laps.

Nathan Heathcote, the 2017 title winner, was rewarded with one podium on his return in a Citroen C4, while Julian Godfrey took a third and a second in his Fiesta. O'Donovan's father Ollie, the 2007 title winner, joined his son on the podium in the final race. Reigning champion Derek Tohill endured another torrid Pembrey experience and managed a best finish of fifth over the two days.

Star names joined the roster for the Welsh event, with two-time W Series champion Jamie Chadwick and former GT racer and GP3 driver Jann Mardenborough among the field in the RX150 Rallycross Championship for single-specification, single-seater buggies. Mardenborough dominated, claiming a pair of wins, while Chadwick finished second on the opening day. She set a fastest qualifying time on day two, but retired after lap-one contact in the final.

Cave to drive electric rally car on Rali Ceredigion

BRC

Three-time British Rally runner-up Tom Cave will make history this weekend on Rali Ceredigion, becoming the first driver to compete on a UK stage rally in an all-electric vehicle.

Cave, who was most recently runner-up to Matt Edwards in 2019, will compete in a Vauxhall Corsa-e, a 100%-electric rally car that has been built by Opel Motorsport — for the purpose of competing in the ADAC Opel e-Rally Cup in Germany — with this model currently owned by Myerscough College & University Centre in Preston.

Work between Ceredigion County Council, the FIA and Motorsport UK has enabled the event to become the first ever multi-venue stage rally in the UK to introduce a class exclusively for electric vehicles.

"Being a local event to me and one I enjoyed immensely when it was held three years ago, I was very much hoping to have the opportunity to take part again this year," said Cave, who will be joined in the car by co-driver Will Atkins.

"When the organisers asked me to drive the Corsa-e and become the first person to compete on a UK stage rally

in a 100% electric car, I was excited to take up the offer.

"I've driven all sorts of rally cars over the years, so it's going to be very interesting to see how an EV performs against cars in a similar class using traditionally-powered engines. It's going to be a new experience and I'm looking forward to it."

Beechdean competed in the final British GT race at Donington in 2021

Beechdean AMR to return to Brit GT for Donington Park season finale

BRITISH GT

Multiple British GT title-winning team Beechdean AMR will return to the championship for the final round of the season at Donington Park in October.

The team has had vast amounts of success in the category, with team principal Andrew Howard claiming the outright GT3 title in 2013 and 2015, while back-to-back GT4 crowns were added in 2014 and 2015.

The team's most recent success came with Kelvin Fletcher and Martin Plowman when they took 2019 GT4 Pro-Am honours.

Howard and four-time champion Jonny Adam competed in the opening rounds last season. The team's efforts turned to GT World Challenge Europe in 2022, but will withdraw from the championship for the remainder of the season.

"We're very excited to return to British GT at Donington," said Howard. "We're a team that's always looking ahead and, while we assess our options for 2023, it's always good to get a head start on things. A return to British GT on a full-time basis is certainly one option we're seriously looking at."

No drivers have so far been announced for the Aston Martin GT3 machine.

IN THE HEADLINES

CARRERA CUP OUTINGS

Scott Malvern and Nick Jones became the latest British GT drivers to appear in the Porsche Carrera Cup GB last weekend. The duo stepped in when Team Parker Racing had spare cars available for the Thruxton event. Malvern, who deputised for Dan Cammish in the category in 2017, finished 10th in each race, while Jones was one of just two Ams.

F4 NEW DRIVER TEST

British Formula 4 is planning to host a new driver test at the end of the season to give potential 2023 racers the chance to find out more about the championship. Drivers will be able to test the second-generation Tatuus F4 car around Snetterton on 27-28 October.

GRAVETT MOVES TEAMS

Mini Challenge racer Bradley Gravett has left Graves Motorsport and will complete the season with Excelr8. The son of 1990 British Touring Car champion Robb endured a tough recent event at Snetterton where he failed to finish any of the races.

FAMILY OVER RACING

Type R Trophy title protagonist Joe Jessup missed Brands Hatch's double-header to be on holiday with his family in Greece. He said: "Family first, racing a close second! It's definitely mixed emotions watching the live timing from one and a half thousand miles away." He still remains in the title hunt.

Crispin loses title after problems and exclusion

2CV

Nick Crispin lost out on the Classic 2CV title in dramatic fashion during the 24-hour contest at Snetterton.

Along with DD Racing co-drivers Patrick Mason and James Dartiailh, their machine was plagued by a lack of brakes throughout practice and qualifying, forcing them to start the race from the pitlane.

"I only have to finish 13th or higher," said Crispin, before the brake problems returned and a gearbox change was needed.

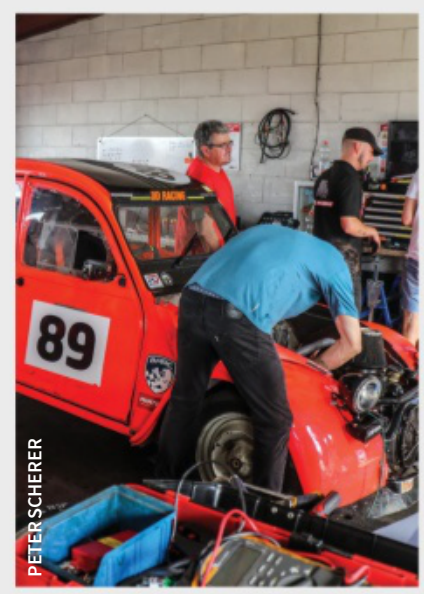
With almost every team helping to get the car out (right), Crispin circulated for one lap before he returned to the pits on three wheels and with no brakes.

The rules stated he had to take the flag to be a classified finisher, so everyone set to work again and the car made it out for the final lap as they finished 10th – which was enough for the title.

But, in possibly one of the most unpopular decisions of the national season, the clerk of the course excluded the team for "driving in a manner incompatible with general safety", after Crispin's three-wheeled entrance to the pits.

David O'Keeffe was therefore not only the 24-hour race winner, but also the champion.

PETER SCHERER



Hillclimb rivals prepare for title showdown

BRITISH HILLCLIMB

The battle between Wallace Menzies and Alex Summers for this year's British Hillclimb Championship is set to go down to the wire over the two remaining events at Prescott this weekend and at Loton Park at the end of September.

Reigning champion Menzies has a five-point advantage over Summers, who won the title in 2015. But both drivers are now dropping scores and will count their best 24 scores from the 29 events due to run.

Once dropped scores are factored in, Summers is effectively two points behind because he has three seven-point scores to drop, while Menzies has eights to lose. Such has been their consistency this season that both drivers will probably end the season dropping points scored for third-place run-off finishes.

Summers knows he cannot slip up at Prescott this weekend

PAUL LAWRENCE

Summers knows that he needs to beat Menzies in at least two of the remaining four championship run-offs to have a chance of taking the title. "Wallace is two points ahead now on dropped scores," he said. "If I have another shocker like Shelsley Walsh, then that's the championship over for me. We just got the tyre strategy wrong. I need four decent run-offs and I think we have a good car."

A critical factor may be the bonus point available for anyone bettering the outright hill record standing at the start of each event. During the points-scoring run-offs, both Summers (nine) and Menzies (eight) have claimed bonus points this year, and their intense competition could take them under the record at both Prescott and Loton.

PAUL LAWRENCE

Fores set to return from crash in FF2000

HISTORIC FF2000

Former GB3 driver Alex Fores is set to make his return to racing in Historic Formula Ford 2000 at Croft this weekend, following a July Castle Combe crash.

Fores went off at Camp in the Magnificent Sevens race at the Wiltshire venue, striking a gate that leads to the assembly area and suffered tears on his lungs and liver from the impact.

Ridgway stepped up to F2 at Silverstone Classic

PAUL LAWRENCE

He is now due to make a comeback driving Jennifer Ridgway's Reynard SF78, with Ridgway unable to make the Croft event. Both Fores and his dad Richard have coached Ridgway and her father Graham, leading to Fores Jr being offered the outing.

Ridgway Sr, meanwhile, was racing a different car last weekend, stepping up to Historic F2 in the ex-Richard Evans/Andrew Smith March 742 at the Silverstone Classic.

Despite limited running beforehand, Ridgway showed good pace and ran well inside the top six in the opener before retiring with a damaged wheel. He then raced from the back of the grid to fifth on Sunday.

"I was pretty daunted," admitted Ridgway. "The car is awesome. This is 280bhp against 130 in FF2000."

STEPHEN LICKORISH & PAUL LAWRENCE

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Reigning champion's Clio had two heavy impacts

GARY HAWKINS

Dwane plans to contest Clio finale despite Brands write-off

CLIO SPORT

Points leader Jack Dwane says he is determined to race in the 750 Motor Club's Clio Sport triple-header season finale at Snetterton in October after a shunt at Brands Hatch last weekend left his Clio 182 written off.

Reigning champion Dwane's car suffered two sizeable hits at Clark Curve in the opening Clio race from the 182s of a spinning Nick Brady (who had tangled with Charles Shelbourn) and then the unsighted Brian Reed.

South African Reed's car briefly caught fire, and both he and Dwane required treatment in the medical centre before being given the all-clear. Shelbourn was disqualified for his collision with Brady, which triggered the incident.

Despite a zero score, Dwane still leads the 182 class and outright points standings.

"I'd actually hung back from the cars in front as it was getting a bit fraught and I didn't want to get in an unnecessary tangle," said Dwane. "But when Nick came back across my bows I had nowhere to go, and it was the same for Brian when he suddenly saw my car facing the wrong way in the middle of the track.

"I'm sore and hobbling but even in the medical centre I was thinking, 'How do we get to Snetterton'?

"A pal has already offered their Clio 182 and it may be possible to salvage my engine and fit that. I'm determined we will sort something and be there."

CARL McKELLAR

Champ Webb eyes European events

750MC

Richard Webb became the 750 Motor Club's first champion of 2022 when he wrapped up the Sports 1000 title at Brands Hatch last weekend and has hinted at appearances in the Benelux-based Supercar Challenge next season.

The 36-year-old comfortably won both races at the Kent circuit to make it 11 wins from 12 starts in his Spire RGBR.

"It feels amazing," said Webb. "We've had a dream season; the car and team have been faultless.

"I don't have any fixed plans for 2023 apart from getting out in one of the MK Indy Cup cars [these are being built by Webb's RLM Racing business as a pilot series for next year].

"I'm in talks with my friend David Watson, who's been showcasing one of the Cup cars in Sports 1000s, to maybe share his car in Supercars on occasion. The European scene sounds attractive if you get the chance."

CARL McKELLAR

IN THE HEADLINES

SAUBER WOE FOR ACHESON

The Sauber-Mercedes C9 owned by Kenny Acheson failed to join the Group C demonstration at the Silverstone Classic last weekend due to water-pump issues. Had Acheson taken part, it would have been his first time on a race track since he retired in 1996.

DALY MAKES GT DEBUT

British GT race director and British Racing & Sports Car Club chairman Peter Daly qualified 10th in the 16-car GT4 Classic Silverstone Challenge last weekend. The Formula Ford 1600 driver took his Team Parker Porsche Cayman to 12th in both races on his GT debut.

ABBOTT ENDS RACING LAYOFF

After a gap of eight years, Lionel Abbott returned to racing to share the Ford Escort Mk1 of Nick Whale at the Silverstone Classic. Former Production Saloon ace Abbott last competed regularly in 1997 in a works-supported Saab, with his most recent outing coming in 2014 when he shared a Studebaker Lark Daytona with his friend Whale. "It's a bit of fun with an old mate," said Abbott. "It's a nice car and I'm really enjoying it." They duly won their class in the Historic Touring Car race.

BALFE'S ELAN ADDITION

Leading GT racer Shaun Balfe has added a Lotus Elan to his historic racing programme and ran the car, freshly rebuilt by Andy Wolfe, for the first time at Silverstone in the Pre-'66 GT race. Balfe, who finished fourth in class, plans to tackle the Spa Six Hours in the Elan in 2023.

DIFFEY REMEMBERED

The Silverstone Classic opened with a minute's silence on Friday morning in memory of Simon Diffey, who died in a road accident in May. The Formula Junior racer was honoured as the Junior pack lined up before qualifying (below) at what was one of Diffey's favourite events.

PAUL LAWRENCE

A NEW ERA BECKONS

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Racing for a cause

A charity karting event brought the motorsport community together to raise much-needed funds

STEFAN MACKLEY

The great and the good of motorsport were out in force at Thruxton last Thursday for the second running of the Racing4Charity karting event, all with the purpose of raising funds for the Motor Neurone Disease Association.

Autosport was once again invited to take part in the two-hour race, organised by ex-Formula 1 driver David Brabham and Bill Williams, whose brother Gideon is the inspiration behind the event, having been diagnosed in 2019 with the debilitating disease — and having lost his life to it just over a month ago.

"Gideon loved karting, we used to do the karting at the Autosport show at the NEC; David and I ran that. Gideon every year would pay the public rate and come and join, he just loved it," said Bill. "He said to me just after he was diagnosed with MND, 'One thing I want you to do is run an event for me every year'. I said I'll only do it if you make the first one."

While Gideon, a former mechanic for Richard Lloyd Racing, did indeed make the first one, his presence was deeply missed this year and a video message from him, recorded just weeks before he died, was a hard and sobering watch for all. That included British Touring Car race winner Rob Collard and his sons Ricky and Jordan, as well as rising single-seater GB3 stars Joel Granfors and Tom Lebbon among many others who formed the 16-kart field.

Joining this writer to complete the Autosport line-up was Matt Sleight, marketing manager for subscriptions and National Kart Cup series competitor, while our 'Platinum' driver was Luke Cooper — two-time Castle Combe Formula Ford champion.

With a mix of quick bends, hard braking zones and camber changes, the karting circuit at the Hampshire venue really does offer a challenge, with Granfors going as far as to say it's one of the best karting tracks he's driven. Relaying through Sleight, myself and Cooper on a drying track in qualifying, we placed seventh, some 0.902 seconds off pole, thanks to Cooper's best.

Gideon Williams' love of karting honoured by fundraising effort

JEP

Never let it be said that racing drivers don't take karting events seriously. We found that out to our cost as Cooper was rear-ended by BTCC driver Michael Crees, who in turn had been punted by Chris Dymond into the hard left on the infield at the start. Cooper slipped to last before gradually recovering to eighth.

Deciding when to head for the fuel bay — only open between 30 minutes and the one-hour mark — was a crucial element of the race, with teams losing almost two laps in the process, or even longer if stuck behind another competitor as only one kart could be serviced at a time.

With Sleight having relieved Cooper at the 25-minute mark, and pitting on 50 minutes, our race almost fell apart as three other karts headed for the fuelling station on the same lap. Frantic hand gestures ensued as we told Sleight to rejoin and keep circulating, precious seconds lost but nowhere near as much had we queued.

Jumping in several laps later and with fuel onboard, my 30 minutes proved uneventful as we climbed the leaderboard, with Sleight taking over for an impressive final stint which moved us up to third. Cooper rejoined for the final 25 minutes, still on the rostrum and with a gap that under normal circumstances would have been enough.

Alicia Barrett for Fast and Furious Females soon became the main chaser, and while she was setting impressive times it wouldn't have been enough to close the 11s gap had it not been for the 6s she gained through a yellow flag zone. Our cause was not helped by Cooper being blocked by Mini racer Louie Capozzoli, who was dovetailing duties in two different karts. The position was lost with three minutes remaining after Cooper was punted wide by Barrett, before she was waved through by Capozzoli.

To make matters worse, the winning Bennie & The Jets crew of Ben Davis, Oliver Warner, Paul Streather and James Dennison — who also won the 2021 edition — lapped us just before the flag, putting a lap's difference between us and third to compound our misery. The clerk admitting to us that it "wasn't the cleanest of podiums" and that the positions would have been reversed if it wasn't a charity event was little consolation.

But that last point was part of the bigger picture. Yes, we were gutted, but given the context of what we were racing for there are more important things to worry about. Like finding a cure for a disease that devastates lives, with the nearly £6000 raised through the event going some way towards doing that.

"I wish he [Gideon] was here and I didn't have to do the event, but he asked me to and I'll keep doing it," added Bill. "A date for the diary for anybody wanting to get involved next year is 1 June."

To make a donation visit justgiving.com/fundraising/Bill-Williams3

TOCA SUPPORTS THRUXTON 27-28 AUGUST

Dunne breaks record with F4 victories

BRITISH F4

This was Dunne's (c) greatest threat during his two wins as Ugochukwu (r) edges ahead out of Allard in finale

ALL PHOTOGRAPHY: JEP motorsport IMAGES

Alex Dunne's domination of British Formula 4 reached record-breaking proportions at Thruxton. That he has been the standout driver this year is undisputed, but he has now claimed the most wins in a single season in the FIA F4 category's history having taken his tally for the year to 11 last weekend.

But more important to the Irishman than that piece of F4 history is the size of the points lead he now enjoys. With closest rival Oliver Gray having an event to forget, Dunne's advantage has grown to 106 and he is on the brink of sealing the title next time out at Silverstone.

Of Dunne's near-dozen victories, the triumphs around the Hampshire speedbowl were not his most dominant — but they did not need to be. Although, admittedly, he was hindered by safety car periods in each of races one and three.

Much of the first half of the opener was behind the pace car and the Hitech driver was initially under some pressure from Carlin's Ugo Ugochukwu on the restart, before edging clear by a second, while Louis Sharp completed the podium.

Dunne's victory was especially significant, as Gray was eliminated when Georgi Dimitrov and Eduardo Coseteng tangled at the Complex. "It's helpful to extend the championship lead by 25 points, but it's unfortunate for him [Gray] — I don't like to see that happen," admitted Dunne.

The finale was a very similar story, Dunne winning again and Gray once more being involved in other drivers' incidents. Dunne was briefly threatened off the line with Ugochukwu edging ahead at Allard before Dunne then nosed clear through the Complex. He did not look back thereafter, successfully negotiating a two-lap restart at the end.

There was more joy for Hitech in the partially reversed-grid second bout with Oliver Stewart leading throughout from pole to take his maiden win. He successfully fended off the closing Coseteng, Daniel Guinchard and Joseph Loake, but none of the trio were quite able to mount a challenge.

Further back, Dunne reminded everyone he was human by making an error as he attempted to pass the resolute Adam Fitzgerald for sixth at Club, succeeding only in spinning. Gray will need his rival to make more significant mistakes than that at Silverstone to maintain his slim title chances.

STEPHEN LICKORISH

Spin but still a win for impressive Rowledge

GINETTA JUNIOR

Thruxton is the closest circuit to the Dorset home of Josh Rowledge, but even he can't have previously explored the grass bordering the track to quite the extent that he did last Sunday. That the Ginetta Junior points leader did so twice — and backwards on one occasion! — yet still won the finale was the most remarkable feat of a sensational weekend of slipstreaming action.

On the third lap, Rowledge's R Racing car was forced off at the gentle left-hand kink on the run to the Complex. Yet he kept his foot pinned, sped across the grass and rejoined the track at Cobb in the lead.

This spin approaching the Complex didn't deny Rowledge

The following lap, he clashed with Kanato Le at the same spot and this time spun backwards, dropping to eighth position.

One by one Rowledge picked off the cars ahead, reclaiming the lead on the ninth of 10 laps when he passed Joe Warhurst into the Complex. Contact between Warhurst and Sonny Smith on the final lap allowed Rowledge to give them the slip.

Rowledge's win in race two was less satisfactory. As the 10-car lead pack entered the chicane on the final lap, he received a hit from Harri Reynolds, so bypassed the chicane entirely at full pelt. Somehow he escaped a penalty, somewhat robbing Zac Meakin, who took advantage of mayhem between Reynolds, Will Macintyre and Liam McNeilly to sneak into second.

The first race was a belter too, with on-form Elite Motorsport driver Macintyre just getting the verdict from Rowledge after long-time leader Le fell down the order.

MARCUS SIMMONS

Kellett wins as Emson is thwarted

GINETTA GT4 SUPERCUP

The terrifying race-two crash for Mike Brown and Colin White was at the forefront of the Ginetta GT4 Supercup paddock's mind at Thruxton last weekend (see News), but the event also featured more success for James Kellett as he drew level with the record for the most wins in a season with 11.

It had looked like Century driver Kellett would have a real fight on his hands for success as ever-improving Elite Motorsport racer Tom Emson impressively qualified on pole by over two tenths. But his G56 was hobbled come the opening race with engine woes severely hampering his performance and that enabled Kellett and Aston Millar to blast ahead on the opening tour and left Emson having to settle for third.

Emson pressured Kellett before windscreen broke

Emson was then putting Kellett under pressure in the restarted second contest before the leader ran wide at Church, kicking up dirt and dust that smashed Emson's windscreen. Once again, the youngster was left to settle for third, having been barely able to see out of the battered window, when he felt the win was on.

"It just started caving in and there was nothing I could do," said a disappointed Emson. "Going down the straights, it started cracking all the time — I was worried it could cave completely in."

STEPHEN LICKORISH

King shows his class in Minis

MINI CHALLENGE TROPHY

It was not just the GT4 Supercup that had its second race red-flagged for a serious crash, as there was also a sizeable shunt for Jonathan Sargeant in the Mini Challenge Trophy. Aside from that, there was some super racing at Thruxton as Tom Ovenden claimed a first win of 2022 before series dominator Nelson King demonstrated his prowess in race two.

Two safety car periods meant the opener was a stop/start affair, but that did not faze Excelr8's former rallycross star Ovenden as he resisted pressure from behind on each restart to win from team-mate Matt Hammond, first-time podium finisher Jack Byrne and King.

But the long delay for the Minis to then complete another full racing lap was worth the wait as the second encounter was a cracker. Ovenden and Hammond initially pulled clear before being reeled in by Charlie Mann and King.

King passed Mann at Allard on lap four of eight, then followed Hammond's lead when he demoted Ovenden at Church. And King then reigned supreme with a brilliant move right up to the pitwall approaching Allard to take the win.

"I didn't expect that!" said King, who used his race-one experience to identify his rivals' weak points. "I was just trying to keep my nose clean and then opportunities kept coming."

STEPHEN LICKORISH

Opportunistic moves enabled King to beat Ovenden in race two

RACE RESULTS

BRITISH FORMULA 4

Race 1 (15 laps) 1 Alex Dunne; 2 Ugo Ugochukwu +0.966s; 3 Louis Sharp; 4 Aiden Neate; 5 Daniel Guinchard; 6 Joseph Loake. **Fastest lap** Ugochukwu 1m11.571s (118.51mph). **Pole** Dunne. **Starters** 17.
Race 2 (17 laps) 1 Oliver Stewart; 2 Eduardo Coseteng +0.190s; 3 Guinchard; 4 Loake; 5 Adam Fitzgerald; 6 Oliver Gray. **FL** Dunne 1m11.348s (118.88mph). **P** Stewart. **S** 17.
Race 3 (11 laps) 1 Dunne; 2 Ugochukwu +0.520s; 3 Sharp; 4 Loake; 5 Guinchard; 6 Neate. **FL** Ugochukwu 1m11.358s (118.86mph). **P** Dunne. **S** 17.
Points 1 Dunne 382; 2 Gray 276; 3 Ugochukwu 240; 4 Sharp 205; 5 Neate 188; 6 Loake 187.

GINETTA JUNIOR

Race 1 (10 laps) 1 Will Macintyre; 2 Josh Rowledge +0.393s; 3 Aqil Alibhai; 4 Liam McNeilly; 5 Joe Warhurst; 6 Sonny Smith. **FL** Rowledge 1m31.785s (92.41mph). **P** Kanato Le. **S** 20.
Race 2 (13 laps) 1 Rowledge; 2 Zac Meakin +3.317s; 3 Macintyre; 4 McNeilly; 5 Luke Watts; 6 Warhurst. **FL** Rowledge 1m31.283s (92.92mph). **P** Harri Reynolds. **S** 19.
Race 3 (10 laps) 1 Rowledge; 2 Smith +1.181s; 3 Warhurst; 4 Macintyre; 5 Watts; 6 McNeilly. **FL** Warhurst 1m31.279s (92.92mph). **P** Rowledge. **S** 18.
Points 1 Rowledge 528; 2 Macintyre 472; 3 McNeilly 364; 4 Reynolds 359; 5 Warhurst 354; 6 Alibhai 327.

GINETTA GT4 SUPERCUP

(Both 12 laps) Race 1 1 James Kellett; 2 Aston Millar +3.956s; 3 Tom Emson; 4 Darren Leung; 5 Blake Angliss; 6 Luke Reade. **FL** Kellett 1m14.675s (113.58mph). **P** Emson. **S** 15.
Race 2 1 Kellett; 2 Millar +13.092s; 3 Emson; 4 Leung; 5 Reade; 6 Wesley Pearce. **FL** Emson 1m14.115s (114.44mph). **P** Kellett. **S** 15.
Points 1 Kellett 416; 2 Millar 322; 3 Emson 301; 4 Henry Dawes 191; 5 Josh Rattican 90; 6 Reece Somerfield 86.

MINI CHALLENGE TROPHY

Race 1 (12 laps) 1 Tom Ovenden; 2 Matt Hammond +0.350s; 3 Jack Byrne; 4 Nelson King; 5 Charlie Mann; 6 Oliver Meadows. **FL** Nicky Taylor 1m31.580s (92.61mph). **P** Ovenden. **S** 29.
Race 2 (8 laps) 1 King; 2 Ovenden +0.352s; 3 Hammond; 4 Mann; 5 Taylor; 6 Joe Wiggin. **FL** King 1m31.053s (93.15mph). **P** Ovenden. **S** 28.
Points 1 King 474; 2 Taylor 350; 3 Ovenden 344; 4 Hammond 336; 5 Mann 307; 6 Lee Pearce 281.5.

PORSCHE CARRERA CUP GB

Race 1 (20 laps) 1 Gus Burton; 2 Will Martin +4.901s; 3 Adam Smalley; 4 Theo Edgerton; 5 Kiern Jewiss; 6 Charles Rainford. **FL** Martin 1m12.877s (116.38mph). **P** Martin. **S** 19.
Race 2 (17 laps) 1 Edgerton; 2 Smalley +2.109s; 3 Martin; 4 Burton; 5 Jewiss; 6 Matthew Graham. **FL** Edgerton 1m13.317s (115.68mph). **P** Edgerton. **S** 19.
Points 1 Jewiss 89; 2 Martin 87; 3 Smalley 77; 4 Edgerton 71; 5 Burton 65; 6 Graham 62.

For full results visit: tsl-timing.com

TOCA SUPPORTS THRUXTON 27-28 AUGUST

Rising stars Burton and Edgerton share spoils

PORSCHE CARRERA CUP GB

Edgerton faced no barriers to maiden success in race two

The Thruxton Porsche Carrera Cup GB weekend was all about two drivers who have slipped out of realistic title contention as Gus Burton and Theo Edgerton claimed the spoils, while Will Martin dramatically cut Kiern Jewiss's points lead.

It was Martin who set the pace in qualifying, posting a time just 0.059 seconds faster than Burton, while Jewiss was four tenths adrift and down in seventh. But it was clear from the very start that Martin would face a fight on his hands to convert that pole into a fourth win of the season.

Century driver Burton challenged Martin into the Complex on the first lap and then spent the next eight tours glued to the rear of the Richardson Racing machine. Martin was regularly locking wheels in his attempts to cling on to the lead but the pressure eventually told on lap nine of 20 when he put a wheel on the grass into Allard. That was all the invitation Burton needed to take the place, and he stretched out a 5s lead by the flag. "Unless he made a mistake, I didn't think I was going to get past," admitted the delighted victor.

While the battle for the lead was over, all eyes were on Adam Smalley's attempts to fend off Edgerton for third. The Redline racer was on a different strategy to his rivals, opting to use more tyres in a bid to boost his qualifying position. Nevertheless, Smalley just clung on from the JTR driver, while Jewiss climbed to fifth after a great move on Matty Graham around the outside of Campbell.

Martin and Burton battled again in race two, this time behind reversed-grid front-row starters Edgerton and Smalley. Fast-starting Martin did edge ahead of Smalley at Allard but the Porsche GB Junior was back ahead at the Complex and that proved to be Martin's only chance of making a move, Smalley finishing 2s behind maiden winner Edgerton – who has now become the sixth different victor this year.

Instead, Martin found himself with Burton in his mirrors again. But, even with backmarking debutant Nick Jones inadvertently getting in the way, Martin was able to stay ahead this time to complete the podium. With Jewiss again fifth, Martin has narrowed the gap to just two points with four races to go.

STEPHEN LICKORISH

BURTON STEPS INTO LEADING ROLE IN CARRERA CUP CAMPAIGN

Century driver has been in flying form since summer break

Gus Burton made a statement when he qualified on pole on his Porsche Carrera Cup GB debut at Donington Park. Especially when considering he was two tenths faster than the competitive pack and his Century Motorsport team was new to the championship, competing against successful Porsche squads that have been a part of the series for almost 20 years.

However, while that Donington weekend demonstrated reigning British GT4 champion Burton's undoubted pace, it also proved to be a microcosm of the opening half of his season. In the first race, he clashed with the attacking Kiern Jewiss and fell to an eventual fourth with a slow puncture before then retiring from the second contest after striking the chicane's tyre stack.

More misfortune followed at Oulton Park, where he failed to finish both races. But, since the summer break, Burton has been the form driver in the series – and has been very close to winning the past three races that were based on fastest qualifying times, only a Jewiss track-limits penalty at Snetterton being rescinded denying him a hat-trick.

"We've come a long way," said Burton. "At Donington Park, we had pole position and the pace has always been there, we just had some really bad luck. We're a new team, a new driver to the series, we had some iffy results but, from Knockhill onwards, I've been on the podium the last three weekends [in race one], so I'm very happy."

Burton has taken advantage of the continuity offered by sticking with the Century squad that he won the GT4 title with and has the same engineer as last year. That was particularly useful when it came to getting to grips with the new Type 992 Porsche 911 GT3 Cup car. Burton is relishing the competition in the Carrera Cup this year and says it is a great category to race in.

"If you look at Kiern, he was seventh in qualifying, Matty Graham was eighth – all the top eight can win a race on merit," he said. "The championship is attracting lots of young, quick drivers."

Sadly for Burton, his difficult start to the season means he only mathematically remains in title contention, but the past three weekends have demonstrated his pace and underlined that he is one of sportscar racing's rising stars.

STEPHEN LICKORISH

Sparrow, O'Keeffe and Adnitt were again the team to beat

RICHARD STYLES

Lion kings of the 2CV pride again as Mini battle rages throughout

SNETTERTON
BARC 2CV 24 HOURS
26-28 AUGUST

The Team Lion crew made it a third successive win in the Classic 2CV 24-hour race at Snetterton last weekend, Pete Sparrow and David O'Keeffe sharing with Gary Adnitt for the second year in a row.

For the first hour or so there was a lead duel between Sparrow and Crisis at Tete Rouge's Alec Graham, both having a spell in front. Sparrow handed over to Adnitt then O'Keeffe, with the team gradually consolidating its lead — which grew considerably to 10 laps by half-distance.

Nick Roads, Andrew Bull and Ian Gibbon had shared the Tete Rouge car but, after Graham had hit the Frogettes machine during the early hours, they continued to lose ground, as Car Caryl moved into second, with Louis Tyson, Peter Rundle and Kris Tovey at the wheel.

DD Motorsport and Team Gadget had been disputing the final podium place until the second half of the race, when both hit strife. DD's James Dartiailh was towed back after an electrical fault and the Gadget 2CV also stopped at the end of the pitlane with a blocked jet.

Having struggled early on with fuel starvation, Car Caryl held second and Rundle took over from Tyson for the final stint, eventually finishing eight laps down on the victors.

Despite their earlier problem, Crisis at Tete Rouge still held third. With only three hours to go DD Motorsport's Nick Crispin, Patrick Mason and Dartiailh were looking set for fourth to secure the 2CV title for Crispin, but disaster struck when they had to make a late gearbox change and earlier brake loss problems returned.

Martin Riman therefore moved the Twin Snails car up to fourth following some sterling work from James Northfield and Paul Rowland, after they had lost time early on with a broken throttle cable.

The Lion Hansgrohe quartet of Max Wyer, Giles Owen, Ronald Mears and Roy Eastwood were fifth, from the Hollis Motorsport car of Matthew, Richard and Nigel Hollis with Glenn Burtenshaw, after a second-half duel, despite Matthew almost rolling on Sunday lunchtime, as they ran with three shock absorbers and a misfire.

Toyshed and Slarky Malarky were separated by just 1.148s after 24 hours

RICHARD STYLES

WEEKEND WINNERS

2CV 24 HOURS
Mini Grande Team Toyshed
(Andy Slade/Chris Slade/Michael Dryden)
2CV Team Lion
(Pete Sparrow/Gary Adnitt/David O'Keeffe)

SNETTERTON SALOONS
Races 1 & 3 Russell Dack (BMW M3)
Race 2 Bryan Bransom (BMW M3)

For full results visit: tsl-timing.com

Team Toyshed was able to repeat its 2021 victory too in the Mini Grande class that featured a thrilling battle for overall honours as Toyshed spent almost the entire race duelling with Slarky Malarky. With Andy Slade and Michael Dryden sharing, Chris Slade completed the last 25 minutes with the fuel warning light on, but just held off Neil Slark on the final lap, with only 1.148 seconds to spare after the 24 hours!

Steven Rideout brought Misfits home in third, while in fourth Mini-Uns were 16 laps down on the lead trio and behind the top two 2CV finishers.

It was BMW M3 derivatives to the fore in Snetterton Saloons as Russell Dack made it two wins out of the three races. He managed to outrun Bryan Bransom into Wilson on the opening lap of race one, as they eased well clear of Edward Leigh.

David Marcussen escaped from a duel with James Mumbray to seal fourth, with Stephen Pearson taking fifth on the last lap, after Mumbray slowed and Karl Cattliff pitted out of fuel. Martin Reynolds was top non-M3 runner in sixth in his Ford Escort.

After an initial duel in race two, Bransom eased clear of Dack for a comfortable win, with Marcussen third throughout. Cattliff took fourth on the last tour after Mumbray slowed again. It was then a lights-to-flag win for Dack in the finale, while Marcussen just held off Cattliff for second.

PETER SCHERER

Carey cruises to Leinster Trophy success again at Kirkistown

KIRKISTOWN
500MRCI LEINSTER TROPHY
27 AUGUST

The Leinster Trophy is Ireland's longest-running perpetual event, first run in 1934 when Fay Taylour won on a road course outside Skerries, north of Dublin. It has subsequently resided at venues such as the road circuits at Tallaght, Wicklow and Dunboyne as well as one visit to Bishopscourt and various versions of Mondello Park. Last year the 'Leinster' came to Kirkistown, and the venue hosted the event again last weekend.

A Formula Libre event during its early life — and run as a handicap race for much of the time — it has since been presented for various classes of racing and most recently for Big Open Single-Seater Ireland cars.

Last year Sylvie Mullins's unique Judd-powered Gould took the honours, but this year it was all about Dallaras, as various examples from the manufacturer occupied nine slots on the eventual 11-car entry list.

That number was reduced by one before the event even began when Martin Daly's World Series Renault machine suffered a testing accident and it was left to the Formula 3 brigade to provide most of the action on the day.

Cian Carey's 2017 Mercedes-powered Dallara set the pace throughout, and the 2017 Leinster winner topped the timesheets and subsequently both races — the preliminary contest and the Trophy race itself.

While Carey had an untroubled day, it was left to others to provide the excitement. Last year, Jonathan Fildes started his unusual 3.4-litre Lola T96/50 Renault-powered machine from the pitlane and charged through to finish second, and this year he repeated the starting procedure, albeit with a different outcome.

A clutch problem during qualifying left him without a representative time, and in fact he didn't start the first race until it was three laps old before retiring a couple of tours later. Noel Robinson finished second in the 'prelim' ahead of Tony Greenan, who headed a train of F3 Dallaras.

Things were slightly better for Fildes in the Trophy race itself. The ongoing clutch troubles remained and a pitlane start was required again, but he had passed six cars before Turn 1, and for several laps began picking his way through the field. He slipped past Robinson's second-placed World Series car in an audacious move at Fishermans, and set off after leader Carey but the dream ended at the Chicane, where a spin left him stranded and clutchless.

The safety car put in an appearance and, from that point onwards, the race belonged to Carey. Robinson, who had earlier been delayed by a first-lap tangle with Greenan, placed a solid second ahead of Aaron Gaughran's Dallara.

Formula Ford 1600 — back up to strength after half a year of tiny grids — delivered despite a startline incident when Brandon McCaughan's Mondiale broke a driveshaft and was rear-ended by Richard Kearney's Swift, which brought out the red flags in race one.

At the restart, the large crowd was treated to an intense but truncated battle between David McCullough and Dave Parks, which lasted until two laps from the end when McCullough was ejected from the lead at Fishermans. Parks took victory from Ivor McCullough, who started from the back after missing practice, and Alan Davidson.

Race two delivered a McCullough family 1-2, with David winning to clinch yet another Northern Ireland title. Parks took third, the leading trio covered by less than one second at the flag.

In Formula Vee, Anthony Cross won the 'A' race — and the much-prized Holmpatrick Trophy — at a canter in his Sheane ahead of Jack Byrne's similar car and Donal Downey, who had earlier won the Class B/C race for Leastone.

The Irish Legends appeared three times across the programme. Race one went to Geoff Richardson from Jamie Moylan and Greg Richardson, who then went on to win race two ahead of brother Geoff, with David Yamamoto taking the third podium spot. Greg was on the podium for race three as well, but on the second step behind Moylan, with Lee Malone completing the rostrum.

Both Saloon encounters were dominated

Leinster Trophy went the way of Carey by nearly 18s aboard Dallara F317

David McCullough won the NI Formula Ford title with victory in race two

Kilkey battled to the top step in Mazda MX-5s, beating home Allen

ALL PHOTOGRAPHY: GARY CRAIG

by the SEAT Supercup Ireland competitors, the series making its annual visit north. Race one featured a monumental tangle just after the start but, when the smoke and debris was cleared away, Shane Murphy and Rod McGovern fought hard for the lead, the win eventually going to former Hot Rod star Murphy, with Barry English third. Donal O'Neill topped the NI Saloon ranks. Brian Berry then took a relatively comfortable win in race two from English, with fellow SEAT pilot Paul Parr a close third.

It was a case of double winners among the combined Roadsports and Global GTs, with Steven Larkham (Radical PR06) and Peter Drennan (Global) scoring back-to-back victories, which was also the story among the NI Sevens, where Graham Moore dominated twice. The concurrent contests for Strykers featured wins for Jonathan Taylor and Kevin McGrath.

Another combined affair was the Mazda MX-5 and Fiesta Zetec classes, with Mazda victories for Francis Allen and Gavin Kilkey. Among the Fiestas, the usual battle between the Stewart and Graham clans resulted in Mark Stewart winning race one from Derek Graham, with Michael Graham third ahead of Paul Stewart. Derek Graham took race-two honours from Mark Stewart, with Derek's son Michael again third.

RICHARD YOUNG

Moore took a brace of wins in the NI Sevens at wheel of GMS Honda

WEEKEND WINNERS

BOSS IRELAND/LEINSTER TROPHY
Races 1 & 2 Cian Carey (Dallara F317)

NORTHERN IRISH FF1600
Race 1 Dave Parks (Ray GR07)
Race 2 David McCullough (Van Diemen RF01)

IRISH FORMULA VEE
Race 1 Donal Downey (Leastone JH004)
Race 2 Anthony Cross (Sheane FV94)

IRISH LEGENDS
Race 1 Geoff Richardson
Race 2 Greg Richardson
Race 3 Jamie Moylan

SEAT SUPERCUP IRELAND/NI SALOONS
Race 1 Shane Murphy (SEAT)
Race 2 Brian Berry (SEAT)

ROADSPORTS/GLOBAL GT
Races 1 & 2 Steven Larkham (Radical PR06)

NI SEVENS/STRYKERS
Races 1 & 2 Graham Moore (GMS Honda)

MAZDA MX-5/FIESTA ZETEC
Race 1 Francis Allen (MX-5)
Race 2 Gavin Kilkey (MX-5)

For full results visit: speedhive.mylaps.com

Hewlett and Nylan take Type Rs to wire

BRANDS HATCH
750MC
27 AUGUST

Hewlett leads Nylan. Each won a race and avoided incidents

Christopher Nylan or Jake Hewlett now look certain to be crowned the Type R Trophy champion in 2022 after they took a win apiece at Brands Hatch, while Jack Dwane's pursuit of a second straight Clio Sport title suffered a setback with a heavy crash.

Both championships featured as part of the 750 Motor Club's single-day event on the Indy circuit that featured six different categories and 135 qualifiers for the 11 races.

Points leader Nylan qualified fastest ahead of Hewlett for the Type R opener, which was red-flagged on the first lap when another title protagonist, Matt Digby, went out in a skirmish with Mark Dicken at Paddock Hill Bend. At the restart, Hewlett drew ahead as Nylan's second gear jumped out on the run to Paddock and, as hard as Nylan tried, Hewlett held his nerve for an important win. Conor Murphy took a best result of third just ahead of Chris Smith.

Nylan later produced a stellar drive from ninth on the reversed grid to win race two. He was quickly up to second before passing Daniel Chapman for the lead approaching Paddock. In the remaining six laps, he built up a five-second winning margin from Chapman and Smith, while Hewlett could only make it as high as fifth. With their nearest rival in the standings, Joe Jessup, missing the event (see News), Nylan and Hewlett have now drawn comfortably clear in the championship table with just Snetterton's triple-header to go.

"These are big results for the championship, particularly with Jake a bit further back in race two," said Nylan. "But I'm expecting Joe will be back for Snetterton, and he and a few others will have nothing to lose so it could get quite interesting."

There was a win and a second place each for Andrew Harding and Justin Griffiths in Clios as the newer 197 models dominated once more. Griffiths qualified fastest but Harding, on the favoured high line on the grid, got away in the lead to win race one, truncated by a red-flag period to clear several badly damaged cars including the 182 of reigning champion Dwane (see News).

At the restart, Harding and Griffiths – pals from junior school days – circulated nose to tail and finished in this order, followed by Spencer Stevenson in third.

Griffiths got revenge later in the day after toughing it out with Harding along Cooper Straight, while Stevenson took third again. Jason Pelosi and Scott Edgar took the 182 class wins with fifth and sixth place finishes respectively. Harding, already with no scores to drop, effectively now leads the 197 class with a tally just shy of Dwane's 182 haul.

Not even a transmission glitch could stop Richard Webb cruising to two more victories as he made sure of the Sports 1000 crown. The title was sewn up in the opening race when he won by close to half a lap in his Spire RGBR. By contrast, Paul Rogers (Spire GT3S) and outgoing champion Ryan Yarrow (Spire GT3-Y) were separated by just 0.18s in their scrap over second.

Webb was similarly dominant in race two, crossing the line more than 20s clear of Paul Smith (Mittell SSRD MC-53) and Yarrow, having completed the last lap stuck in fourth gear.

The Locost and Classic Stock Hatch races produced the closest finishes of the day. Craig Land persevered to pip Daniel

Webb secured the Sports 1000 title with victory in the opening race

ALL PHOTOGRAPHY: GARY HAWKINS

WEEKEND WINNERS

TYPE R TROPHY
Race 1 Jake Hewlett
Race 2 Christopher Nylan

CLIO SPORT CHAMPIONSHIP
Race 1 Andrew Harding (197)
Race 2 Justin Griffiths (197, below)

SPORTS 1000
Races 1 & 2 Richard Webb (Spire RGBR)

LOCOST
Race 1 Craig Land
Race 2 Daniel Garrett

CLASSIC STOCK HATCH
Race 1 Stewart Place (Peugeot 205 GTI)
Race 2 Peter Morgan (Ford Fiesta XR2)

116 TROPHY
Jack Godden

For full results visit: 750mc.co.uk

Garrett by 0.04s in the first Locost contest, after timing his final attack perfectly on the run to the line. Garrett then got his win in race two, winning by just 0.11s from older brother Ryan, who he'd earlier squeezed past at Druids. Land took third this time and, with main rival Martin West an off-form eighth and fifth, is now edging closer to a first championship.

In Classic Stock Hatch, meanwhile, the title is shaping up between either Peter Morgan (who could add to son Ryan's crown from 2021) and Christopher Dear. Both were beaten in the first of two races by Stewart Place (Peugeot 205 GTI), who drew comfortably clear while Morgan and Dear lost ground fighting over second. Dear (205 GTI) looked to have made the position his with a move at Paddock starting the final lap, only for Morgan (Ford Fiesta XR2i) to regain the place moments later at Graham Hill Bend, with just 0.01s separating them at the flag, Dear marginally ahead.

Place's hopes of a fourth straight win ended when he hit trouble leading into Druids on the opening lap of race two. Morgan therefore took over at the front and was able to fend off Dear to the end, and this time the gap between them was the slightly bigger margin of 0.17s.

CARL McKELLAR

THE UNUSUAL DAY JOBS OF THE WEEKEND WARRIORS

Locost racer West is among those working in the energy sector

Chatting to drivers across the UK's club racing paddocks serves as a reminder that they are just like us enthusiasts – ordinary folk with mostly ordinary day jobs.

Often unseen is the strain that 'living for racing' puts on the day job, with limited time to arrive at a circuit ready for scrutineering and then, when all is done, to begin the chore of packing up and heading home to be back at the desk – or on site – the following morning.

The 750 Motor Club's paddocks are a prime example of the true club competitor. Only in early July had the Silverstone Wing's pit garages been occupied by Formula 1 royalty. Now, mid-August, their splendour was being enjoyed by those in old 750 Formula machinery and several-thousand-pound Toyotas. And why not?

Take 750 Formula returnee, 42-year-old David Watts, who, by day, runs a sofa manufacturing business in Kidderminster, or BMW Car Club Racing points leader Graham Crowhurst, 34 from Beckenham, and a London Underground signal technician. Or Ma7da title contender Jonathan Lisseter, a senior technical director in the construction industry.

A catch-up a week later in the Brands Hatch paddock proved similarly enlightening, starting with Locost title challenger Martin West, a 41-year-old gas engineer from Southampton.

Waitrose driver Godden took his maiden win in the 116 Trophy

Fellow Locost racer Ryan Garrett only just made it to Brands on time due to a particularly tricky building project (a multi-million-pound house extension). "It was a tight schedule and only on Thursday evening did we dare call up the 750MC and ask for a late entry – we very nearly weren't here," he said.

Among the favourites for the Clio Sport title, Andrew Harding is a construction engineer on North Sea oil rigs while Ben Swift, aged 27, is now in his sixth year as an airline pilot for Easyjet.

And then there are those in nuclear. Type R Trophy competitor Ursula Jordan often faces long round trips to circuits since much of her work in marketing is in Cumbria. Finn Groom, racing a Ford Fiesta XR2i in Classic Stock Hatch, is already at 19 years old a maintenance engineer at a nuclear powerplant.

Another is 116 Trophy frontrunner Richard Phillips, a marine engineer who has input into the workings of nuclear submarines. "I probably have more problems with the bends around here than I do under the sea," he admitted.

By contrast, Brands 116 Trophy winner Jack Godden's day job is driving vans for Waitrose. Naturally, many in the paddock work in automotive and motorsport, and notable tales that stand out are in the Type R Trophy.

Mark Dicken works on 'special projects' for a well-known UK motor manufacturer – this ranges from camouflage liveries for prototype models or building specially armoured vehicles for the military, or royal families and dignitaries around the world.

Points leader Christopher Nylan specialises in vinyl body wraps, with many clients in UK motorsport. "Mercifully, none are for people I race against – I'd hate to spoil a good piece of work," he joked.

CARL McKELLAR

Bird family Porsche and Everill/Scrivens Ginetta were inseparable

Dave Allan Trophy thrills but crash mars meeting

CASTLE COMBE
CCRC
29 AUGUST

What should have been a hugely entertaining afternoon of racing at Castle Combe was brought to a standstill after a serious accident involving historics racer Charles Knill-Jones soberly reminded all that motorsport remains dangerous.

With little more than half an hour's racing gone, the track fell silent as the medical team carefully extracted the stricken driver, and then for helicopter crews to arrive and depart (see News). But, once racing got back under way, those who remained were rewarded with a succession of thrillers where the outcome could only be predicted on the short run out of the final corner to the flag.

Saving the best until last, the annual Dave Allan Trophy race produced an epic encounter between the Porsche of father-and-son pairing Kevin Bird and Charles Hyde-Andrews-Bird, and the Ginetta of Chris Everill and Ben Scrivens. The absence of polesitter Lucky Khera pitched both into an evenly matched contest, Bird Sr holding off Everill's repeated challenges with a perfectly placed car. But it was the work by the Ginetta crew in the pitlane, hauling Everill out of the car, that made the difference and allowed the positions to be reversed at the halfway stage.

Elsewhere the Team Dynamics Audi of former Paralympic skier Matthew Stockford (on his debut) and Alyn James was earning its own stripes. Stockford had settled well into fifth and, as James emerged for his stint, he trailed Jordan Billinton's Gallardo but lapped ever quicker to reduce the deficit before making the move at Hammerdown to see the Audi home in fourth.

Halstead's spinning Sixties win

OULTON PARK
CSCC
29 AUGUST

An eventful Swinging Sixties Group 2 contest opened the Bank Holiday programme at Oulton Park, with Mark Halstead's Ginetta G4 taking the honours despite a mid-race spin.

Halstead qualified sixth, dropping from provisional pole after pitting as others improved on a drying early morning track. But, after rapid early progress, Halstead cut inside leader Steve Hodges's Lotus 7 at Old Hall on lap two.

Halstead built a five-second lead before his mistake at Lodge dropped him to third behind Hodges and Malcolm Johnson (Lotus Europa). Halstead was quickly back in front, but Hodges stayed with him until a 30s pitstop success penalty, as the Brands Hatch winner, dropped him from contention. Halstead's slower stop put Johnson ahead once more, but he finally regained the lead under braking for Hislops before pulling clear.

The Group 1 race brought a maiden series win for Connor Kay in his MG Midget. A flying start catapulted Anglesey double winner Richard Perry (Austin-Healey Sprite) into the lead between front-row men Sam Polley and Matthew Howell, who touched exiting Old Hall, putting Howell's Mini out. Polley's Mini Marcos slipped to eighth while Perry led from Kay and Ian Staines. After a safety-car period, Staines challenged Perry for the lead through Old Hall, but contact damaged Perry's right-rear sufficiently to sideline him. Staines survived but was then jumped in the pits by Kay. The youngster romped to victory over the recovering Polley by nearly 30s, the length of Polley's success penalty.

Modern Classics honours fell to Oliver Smith's BMW M3 E36 Evo over Dave Griffin's slightly less developed version. Griffin had jumped polesitter Smith at the start, with the Nissan Skyline GTR R32 of

A mistake of his own didn't prevent Halstead defeating Hodges (43)

Mark Chilton slotting into second. But what looked set to be a three-way scrap for victory quickly evaporated when a puncture fired off Chilton just after he'd passed Griffin for the lead on the second lap. Smith's pressure on Griffin got him back in front and, with ruthless precision in traffic, he stretched the advantage to more than 30s at the flag. An impressive third overall, Matthew Lewis claimed concurrent Future Classics honours in his Marcos Mantula.

Darren Fielding's M3 won a New Millennium race heavily disrupted by stoppages. A startline shunt claimed

OLLIE READ

Colburn pushed Snowdon all the way in Classic Alfas

OLLIE READ

Back at the front, Scrivens and Hyde-Andrews-Bird traded personal bests as the clock counted down, the Porsche at times within inches of a move but the Ginetta given its all to hold on and win.

The battle for Formula Ford honours began with Luke Cooper and Felix Fisher separated by one point as they arrived on the grid. Fisher led off the line with Cooper sticking to his gearbox before inexplicably failing to turn at Old Paddock, where he was collected by Tom Hawkins. Cooper continued under the safety car, but was now last and nursing damaged front suspension.

Nevertheless, an inspired drive allowed Cooper to climb back up the order until he caught the podium battle. Crossing the line with one lap to go, second, third and fourth were just tenths adrift, then three-abreast on the climb up Avon Rise, where Cooper seized the inside line and was boldly late on the brakes to grab second.

Chris Snowdon and James Colburn conjured a thrilling Classic Alfa encounter. Colburn thwarted Snowdon's early attacks before succumbing to a move at Quarry, then driving his Giulia Sprint beyond its normal limits to keep the gap at just four tenths at the flag.

Another Colburn, James's brother Ben, was also in top form in the restarted Jack Sears Trophy race. The Ford Mustang of Alex Thistlethwaite and Cortina of Pete Chambers settled into a familiar routine of speed versus agility but, while these two kept each other busy, Colburn's Mini simply kept both in his sights. Then, with the help of his team, executed an exceptional stop to emerge handsomely in the lead.

Khera's entry into the GT race resulted in his Lamborghini Huracan GT3 scything through to take an easy win and smash the previous series lap record.

STEVE HINDLE

MICK WALKER

Smith leads Griffin during Modern Classics BMW battle

MICK WALKER

a number of frontrunners after polesitter Dominic Malone and Matthew Sanders stalled their BMWs. Sanders was collected by John Hammersley's Turbo Tin Tops VW Scirocco, which was itself rear-ended by Andy Baylie's Ford Fiesta ST. The restarted race only lasted a lap before a safety car, under which the leaders pitted. Serving success penalties dropped Malone and Mark Smith behind Fielding, who then cruised. Stephen Berry's Mini Cooper took the spoils in Turbo Tin Tops.

Jamie Boot's TVR Griffith led most of the way in Classic K, but only claimed victory in a shortened race after Paul Tooms (Lotus Elan GTS) was hit with a 33.8s penalty for a too-short pitstop. Boot had been chased by Dave Coyne, in Robert Farrell's Jaguar E-type, in the opening laps before that overheated in a repeat of its demise at the Gold Cup meeting a month earlier.

After falling agonisingly short of chasing down Tom Mensley's Renault Clio, Chris Warburton's Volkswagen Golf was handed Tin Tops victory when Mensley incurred penalties for track-limits abuse and a too-late pitstop.

MARK PAULSON

WEEKEND WINNERS

OLLIE READ

CASTLE COMBE

CCRC DAVE ALLAN TROPHY
Chris Everill/Ben Scrivens (Ginetta G55)

CCRC FORMULA FORD
Felix Fisher (Ray GR05, above)

HRDC CLASSIC ALFA CHALLENGE
Chris Snowdon (Alfetta 2000 GTV)

HRDC JACK SEARS TROPHY
Ben Colburn (Morris Mini Cooper S)

CCRC GTs
Lucky Khera (Lamborghini Huracan GT3)

HRDC ALLSTARS
Alex Thistlethwaite (Ford Mustang)

CCRC SALOONS
Adam Prebble (Vauxhall Astra)

OULTON PARK

SWINGING SIXTIES
Group 1 Connor Kay (MG Midget)
Group 2 Mark Halstead (Ginetta G4)

MODERN CLASSICS/FUTURE CLASSICS
Oliver Smith (BMW M3 E36 Evo)

NEW MILLENNIUM/OPEN SERIES/ TURBO TIN TOPS
Darren Fielding (BMW M3 E46 GTR)

CLASSIC K
Jamie Boot (TVR Griffith)

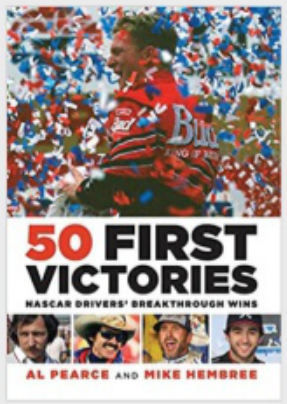
TIN TOPS
Chris Warburton
(Volkswagen Golf GTI Mk1, below)

MICK WALKER

For full results visit: tsl-timing.com

FINISHING STRAIGHT

The drivers who made NASCAR



BOOK
50 FIRST VICTORIES
Al Pearce and Mike Hembree
RRP £30.00

The history of the NASCAR Cup Series is rich with legendary drivers who have captured the imagination of fans over the past seven decades. But even Richard Petty, Dale Earnhardt and Jeff Gordon were, at one time or another, little-known racers trying to break into Victory Lane for the first time, seeking to write their names into the history books.

A new book from Octane Press, *50 First Victories*, tells the story of how that trio and many more made it to the winners' circle and the impact they made on NASCAR.

Written by veteran NASCAR journalists Al Pearce and Mike Hembree, the book covers the full and rich history of the Cup Series from its first race at the Charlotte dirt track in June 1949, won by Chris 'Jim' Roper, to the present day, with Bubba Wallace's breakthrough at Talladega last year the most recent winner covered by the book.

At 244 pages, with each chapter between four and six pages long, it's easy to pick up and flick through one of the 50 bite-sized chapters to discover the origins of Alan Kulwicki's 'Polish' victory lap, how Geoff Bodine's first win at Martinsville in 1984 stopped owner Rick Hendrick pulling the plug on his team, or the Hollywood-ready story of Dwayne 'Tiny' Lund's call-up to replace Marvin Panch that led to victory in the 1963 Daytona 500.

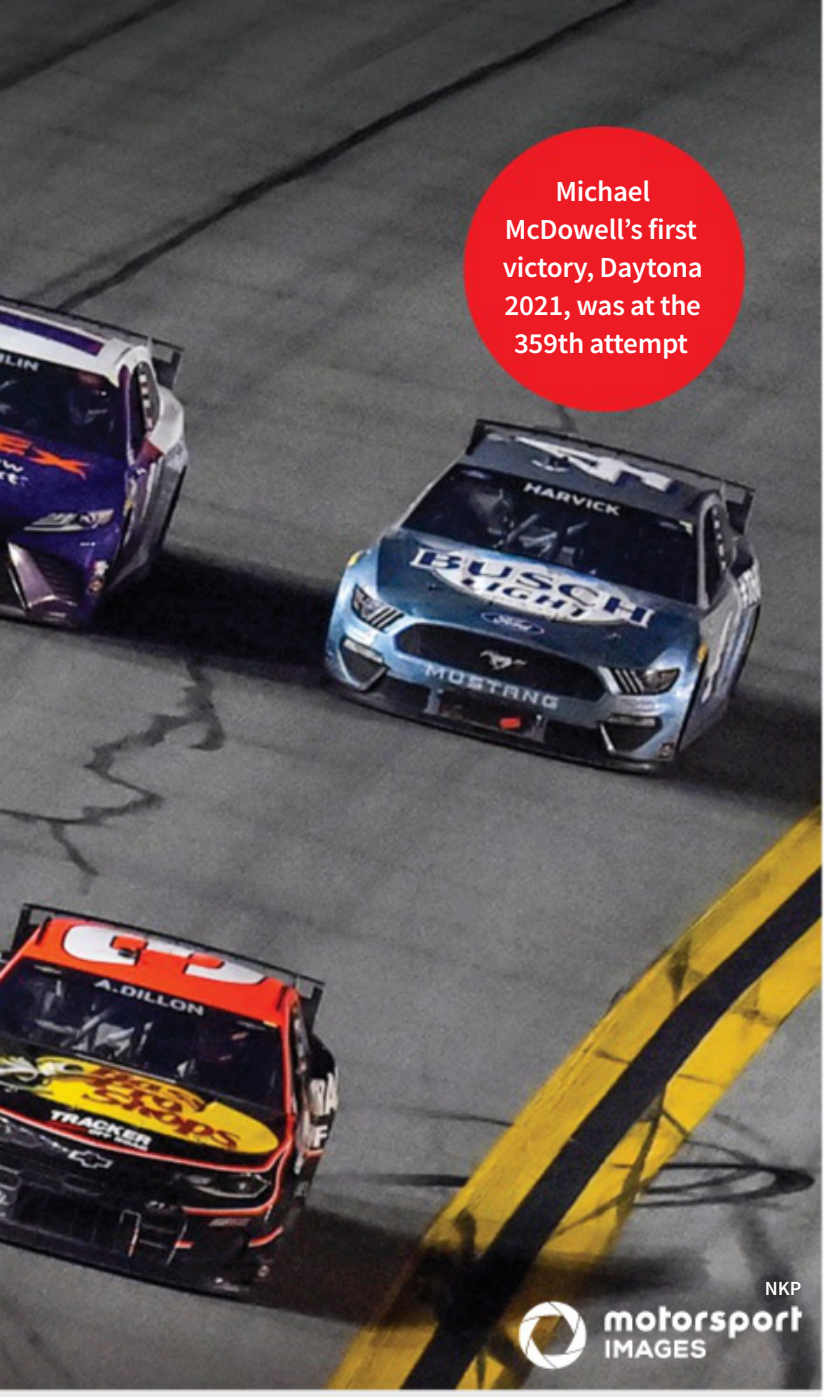
Each chapter explains how the race was won, often with input from the driver in question, and contextualises the driver's career before and afterwards for the benefit of those none too familiar with 1950s racers Rex White or Tim Flock. For instance, did you know that 1999 Cup champion Dale Jarrett turned down a golf scholarship at the University of South Carolina to follow his two-time Cup-winning father Ned (whose chapter is also well worth reading) into a racing career?

Among the most fascinating stories in the book is Roper's. He had only heard about the inaugural NASCAR race, organised by Bill France Sr for cars fresh from showroom floors, due to its inclusion in a Kansas newspaper comic strip. And his Lincoln had actually finished second on the road to Glenn Dunaway, whose Ford was later disqualified because the converted moonshine hauler had been modified to support extra weight on its rear axle, something not permitted by the rules. His attempt at litigation was unsuccessful. "A court ruled that NASCAR controlled the rules of its races, setting a key precedent for France," explain the authors. Roper only competed in one other NASCAR race.

Pearce and Hembree had 198 drivers to choose from prior to the start of the 2022 season. Big hitters you'd expect to be included such as Jimmie Johnson, Darrell Waltrip and Rusty Wallace are all present, so too drivers better known for their

Jimmie Johnson celebrates breakthrough Cup win, California 2002

LESIEUR/MOTORSPORT IMAGES



Michael McDowell's first victory, Daytona 2021, was at the 359th attempt

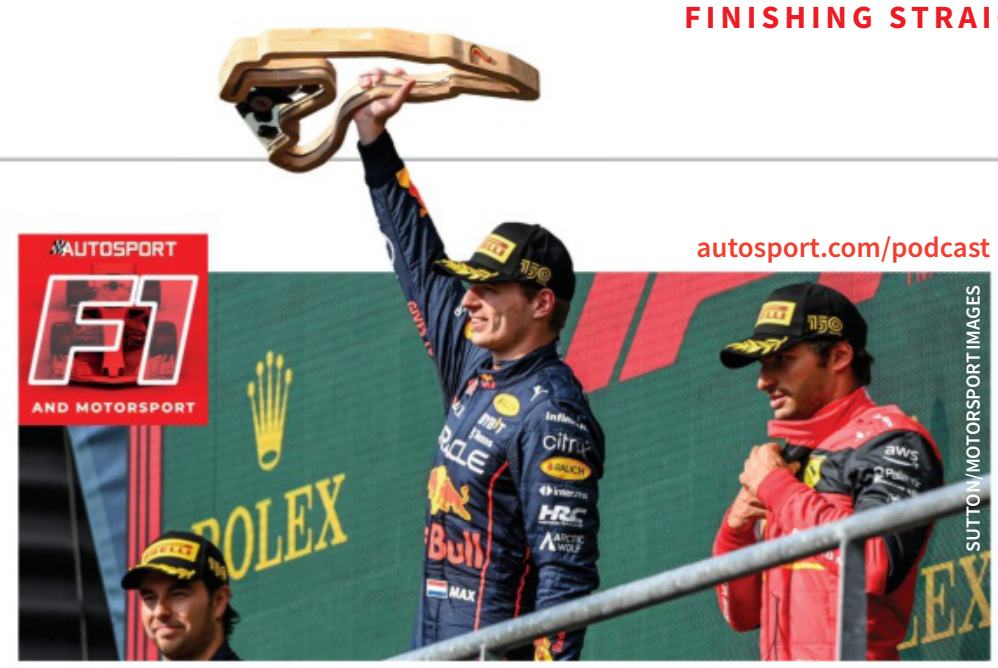
exploits in open-wheel cars such as AJ Foyt (who "had a NASCAR career that almost anybody racing today would love to have") and Mario Andretti. Where the book really shines is in its inclusion of some lesser-known names, for whom wins were the exception rather than the rule.

Take Wendell Scott, whose achievement in becoming the first black driver ever to win a Cup race, at Jacksonville in 1963, was soured by his treatment by race officials, who inexplicably scored Buck Baker as the winner and only rectified their error after most track attendees had gone home. "Officials didn't want him celebrating his first-ever NASCAR victory at their track," write the authors. "They couldn't stomach the visual of a 42-year-old black man from Virginia posing beside the young, attractive, white race queen holding the winners' trophy." While Scott did get the $1000 cheque, he never got the original trophy, although NASCAR did award a replica to his family in 2021.

Much of the chapter covering surprise 2021 Daytona 500 winner Michael McDowell is devoted to the 2008 Texas qualifying crash for which he was best known prior to scoring his first win at the 359th attempt, with odds of 100-1.

McDowell is one of 11 drivers from the current Cup Series grid to feature and, while not all stories are as dramatic as Kevin Harvick's shock win in his third Cup start at Atlanta in 2001 after replacing his late boss Earnhardt at Richard Childress Racing, all make up the fabric of the NASCAR we know today.

JAMES NEWBOLD



autosport.com/podcast

F1 Belgian Grand Prix review

Max Verstappen charged to Belgian Grand Prix victory despite starting in 13th place due to a grid penalty, while misfortune and poor calls hampered Charles Leclerc once again. Host Martyn Lee is joined by Luke Smith at Spa-Francorchamps, plus Jess McFadyen and Haydn Cobb, to pick apart the key talking points as F1 returned from its summer break.

WHAT'S ON

INTERNATIONAL MOTORSPORT

Dutch Grand Prix
Formula 1 World Championship
Round 15/22
Zandvoort, Netherlands
4 September
TV **Live** Sky Sports F1, Sun 1355
TV **Highlights** Sky Sports F1, Sun 1800, Channel 4, Sun 1830

FIA Formula 2
Round 12/14
Zandvoort, Netherlands
3-4 September
TV **Live** Sky Sports F1, Sat 1555, Sun 0915

FIA Formula 3
Round 8/9
Zandvoort, Netherlands
3-4 September
TV **Live** Sky Sports F1, Sat 0930, Sun 0740

Porsche Supercup
Round 7/8
Zandvoort, Netherlands
4 September
TV **Live** Sky Sports F1, Sun 1105

IndyCar Series
Round 15/16
Portland, USA
4 September
TV **Live** Sky Sports F1, Sun 2000

Indy Lights
Round 10/11
Portland, USA
4 September

Euroformula Open
Round 6/9
Imola, Italy
3-4 September

GT World Challenge Europe Endurance Cup
Round 4/5
Hockenheim, Germany
3-4 September

NASCAR Cup Series
Round 27/36
Darlington, USA
4 September
TV **Live** Premier Sports 2, Sun 2230

NASCAR Xfinity Series
Round 24/33
Darlington, USA
3 September

World Rallycross
Round 2/6
Riga, Latvia
4 September
TV **Live** BT Sport 2, Sun 1500

MotoGP
Round 14/20
Misano, Italy
4 September
TV **Live** BT Sport 2, Sun 1230
TV **Highlights** ITV4, Mon 2000

UK MOTORSPORT

Oulton Park MGCC
3 September
Cockshoot Cup, Metro Cup, MG Cup, MG Trophy, MG Midgets/Sprites, Morgan Challenge

Croft HSCC
3-4 September
'70s Roadsports, Aurora Trophy, Classic Clubmans, Classic FF1600, Guards Trophy, Historic F3, Historic FF1600, Historic FF2000, Historic Roadsports, Historic Touring Cars

Brands Hatch MSVR
3-4 September
Ferrari Challenge, Ferrari Classic

Anglesey BARC
3-4 September
Caterham Graduates (Sigma 135, Sigma 150, Sigmax), CNC Heads Sports/Saloons, JSCC, Mini Miglia/Libre, Mini Se7en/S, Superkarts

Knockhill KMSC
4 September
British Sprint, Modsports, Scottish Legends, Super Lap Scotland

British Hillclimb Championship
Round 12/13
Prescott
3-4 September

British Rally Championship
Round 5/7
Rally Ceredigion
3-4 September

FROM THE ARCHIVE

Damon Hill (Williams-Renault FW16) and Michael Schumacher (Benetton-Ford B194) lead the field at the start of the 1994 British Grand Prix at Silverstone, while in the background the Peugeot V10 in the rear of Martin Brundle's McLaren MP4/9 detonates spectacularly. This was the second attempt to start the race – the first had to be abandoned when Hill's team-mate David Coulthard stalled on the grid. On both formation laps Schumacher overtook polesitter Hill, resulting in a black flag followed by a two-race ban – just part of a season-long saga of intrigue and controversy…

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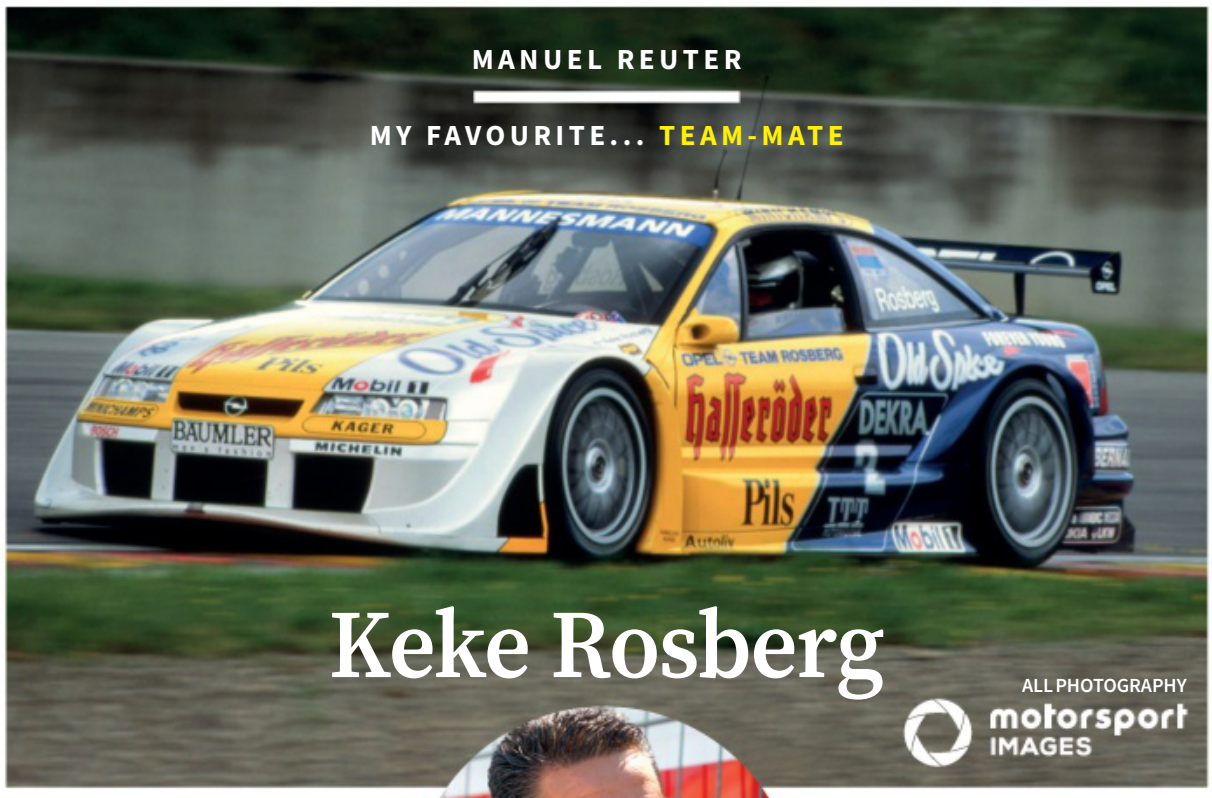
MANUEL REUTER

MY FAVOURITE... TEAM-MATE

Keke Rosberg



ALL PHOTOGRAPHY motorsport IMAGES

MAIN IMAGE: SUTTON; INSET: TRIENITZ

Keke Rosberg is best remembered for winning the Formula 1 World Championship for Williams in 1982, but his lengthy motorsport career also straddled different disciplines as a driver. Equally adept in prototypes and touring cars, the Finn was also a prolific driver manager, whose charges had the opportunity to benchmark themselves against the old master during his spell with Opel's DTM team between 1993 and 1995.

One of those proteges, two-time Le Mans 24 Hours winner Manuel Reuter, says Rosberg still would have been his favourite team-mate without any managerial relationship, even if "this situation was I think quite unusual". The pair drove together for Joest Racing in the 1994 DTM after giving the new Calibra its debut at the 1993 Hockenheim finale, with Reuter taking the programme's first win at the non-championship Donington Park event. Rosberg, a DTM race winner with Mercedes in 1992, then set up his own team for 1995 before bowing out at season's end, though Reuter feels he was still competitive.

Reuter says: "Sometimes you saw the data and thought, 'How is he doing that?'"

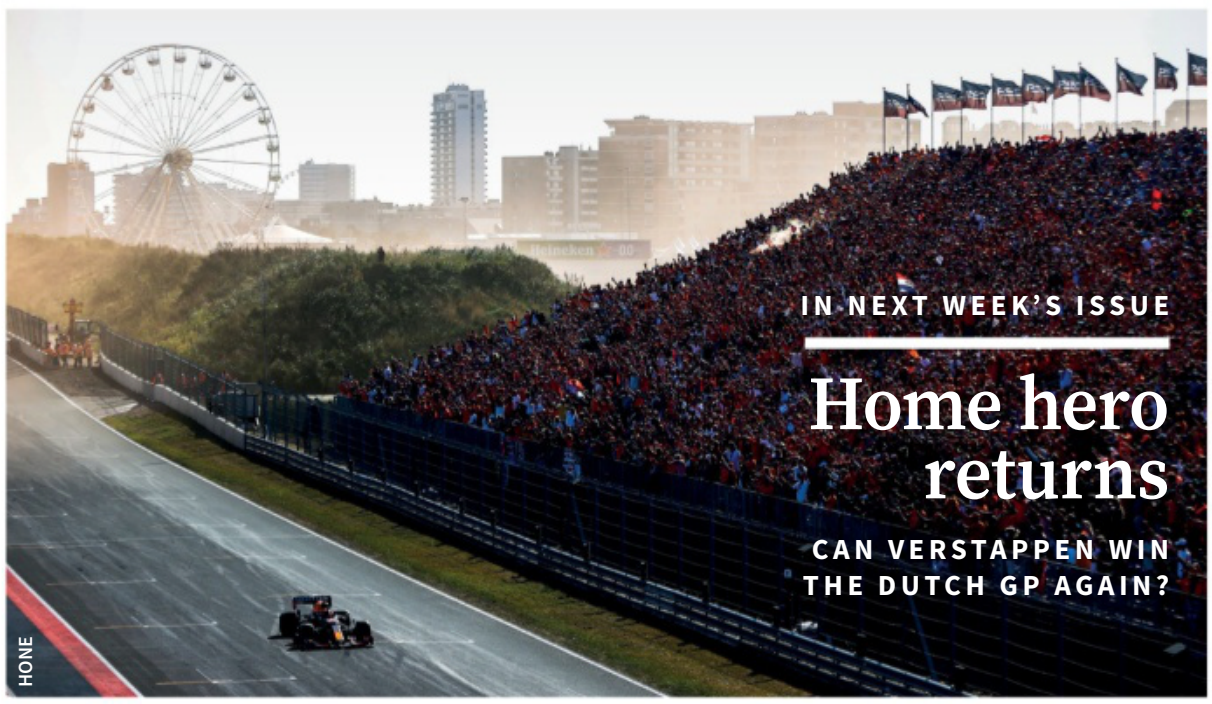
He credits Rosberg, who had taken on 1987 DTM runner-up Reuter after his first Le Mans triumph in 1989, with helping him find the edge needed to scoop the 1996 International Touring Car Championship title in the Calibra.

"I knew I had to be more professional in every area," Reuter says. "It motivated me to be better in every aspect. Also, in terms of self-confidence [it was helpful] because you know the benchmark was there."

Rosberg's bandwidth to combine racing and managing a pool of drivers while setting up his own team "opened my eyes", says Reuter, and also gave him a better understanding of how to deal with intra-team politics.

"At the start of our DTM journey together with Opel I was inexperienced in a lot of areas," explains Reuter, now Grasser Racing's team manager in the DTM. "I learned it was so much more than doing quick lap times. This was part of my success in ITC later on. I was really pleased to have this journey with Keke."

JAMES NEWBOLD



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